

SNIPE BULLETIN



MAY 1967

Vol. XVI No. 12

" And One Boat For All"

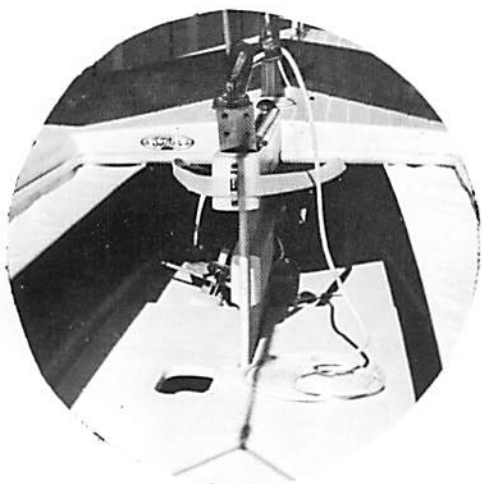
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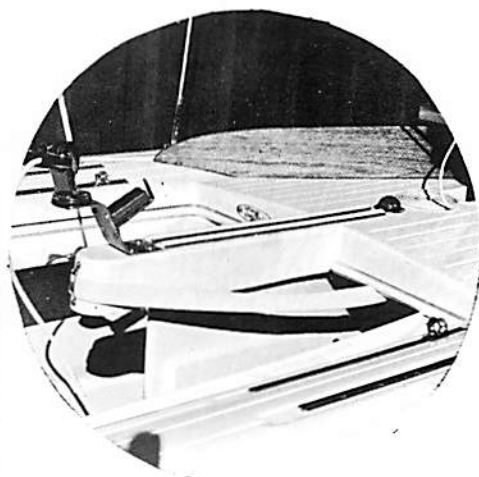
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"AND ONE BOAT FOR ALL"

Problems Connected with SCIRA Film

Demand for the SCIRA film AND ONE BOAT FOR ALL continues at a steady pace — it is really surprising how popular it is. Not only sailors and sailing organizations, but many Snipers want to show it to other groups, like luncheon clubs, social groups, etc. Consequently, bookings are many and far in advance, the latest one being July 30th. While the mailing rules prescribed have produced some improvement in mail delivery, the performance schedule is quite tight and demands strict adherence to shipping and forwarding instructions issued. Sometimes, 3 or 4 hundred people attend the showings for which plans and dates were set far in advance, so many are disappointed and made unhappy if the film fails to arrive on time.

You must plan well in advance (at least a month); pick a definite date; send in the \$10.00 fee; and get solid confirmation. Then you will get the film, provided everyone follows the rules and sends the film on to the next recipient as instructed to him individually. Don't do like one fellow did — booked it properly in plenty of time, showed it as scheduled on Saturday night, then gave it to a friend from a fleet in a neighboring state to take home and use the following weekend — completely disregarding official forwarding instructions and not thinking at all about the group expecting it on schedule for the following weekend. In the middle of the week, this office was informed and turmoil resulted, for this unexpected action completely upset a long-term schedule arranged and already confirmed. It necessitated 3 long distance calls, a final cancellation for a 3rd party, and airmail and special delivery charges of \$4.45 extra to insure getting another copy to the original party.

A big deal — unnecessary expense and worry caused by thoughtlessness on the part of one man. There can be only one booking agent, and all must agree to forward the film promptly to the designated person, or the whole program will collapse and be a terrific headache.

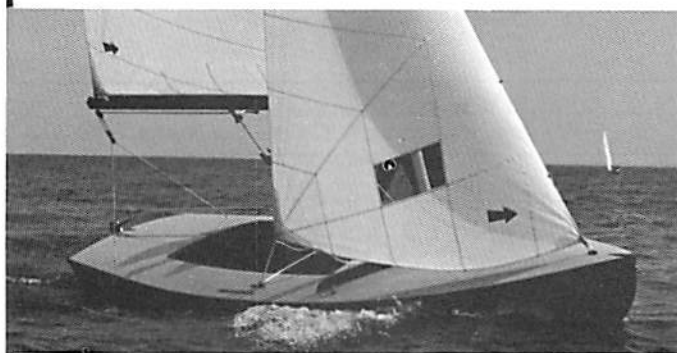
Also, it is evident that many either do not read the BULLETIN or think that the information about the film does not apply to them, judging by the number of long distance calls and letters requesting rush service "for next Saturday or Sunday night." Conversely, some request the film for long periods from 10 days up to a month or more for various reasons. Usually a local TV station is involved, for they want to preview the film before scheduling it. Some want it sent for that purpose alone and then sent back here, with a repeat shipment to follow even later — the extra trip, of course, to be for free. If the TV station would pay an exhibitor's fee (\$25.00 would not be unreasonable), another copy might be bought for that specific purpose. But at the present time, a copy should not be tied up for more than 3 days on the average, with 5 days the absolute maximum for special or extraordinary reasons. SCIRA gets greatest benefits from constant circulation of these copies, so all must cooperate.

There have been several requests for shipments outside the United States, with the result that a policy was adopted after it took five weeks to send a copy across the border to Canada and back. Since the film was paid for entirely by the U. S. A. Snipe Fund with no money coming out of the International general treasury, and the demand for all 3 copies remains high here, it was decided not to send any copies outside the United States due to length of time, expenses in shipping, and uncertainty of delivery with risk of loss involved.

But SCIRA will furnish copies of the film at cost of \$200.00 plus shipping to anyone who wants it outside the United States. Thus General and National Secretaries can get a copy and use it as they desire, sending it to other countries in their district and by charging a small fee, recover most of the cost. Of course, this may not be too desirable as the sound is in English, but perhaps a translation could be substituted. At any rate, the owner could thus control the film and use it as desired. This is a real bargain, considering the cost of the original copy, and it must of necessity be restricted to sub-divisions of the International Snipe Class. Canada has already bought 2 copies, and Sweden 1. It is the only sensible solution to the problem.

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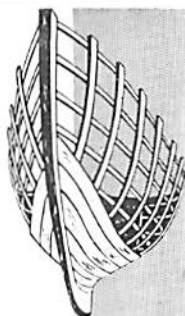
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Snipe Building Plans

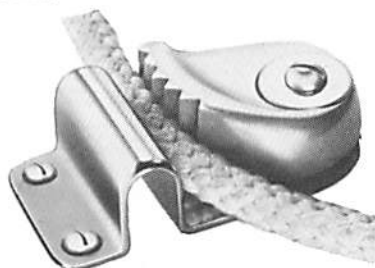
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SNIPE BULLETIN

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The Cover

This typical shot shows part of the 25 Snipes competing in the 30th Annual Midwinter International Snipe Regatta at Clearwater making a classic start. The gun is just about to go off as Earl Elms in 16700 leads a run down the line while Jerry Jenkins in 14676 hardens up a little as he is pushed toward the line. Elms went on to win this race; Jenkins was second. - Sun Photo.

—THE SCORE—
Numbered SNIPEs — 16876
Chartered Fleets — 631

The assignment of 62 new numbers for the last month brings the grand total to 259, or 20 more than the score this time last year. Not much, but any lead is a good lead! As expected, the United States took 34 of them; Sweden 15 (this block was delivered personally to Svend Rantil, General Secretary of Europe, who popped into the SCIRA office in Akron to look things over and to renew old friendships. It was a pleasure and honor to entertain this fine gentleman. On a short business trip to the U. S., he headed for a stopover in Indianapolis that evening). England continued her recent steady pace with 10; Portugal got the last 3. If numbers issued increase in the same percentage that the volume of mail has this Spring, this should be a banner year.

Some New Officers are Chosen

When Aarno Walli of Finland was elevated to the office of Secretary for North Europe, he relinquished his duties as National Secretary, and at the annual meeting of SCIRA/Finland in March, a new man was chosen for that position. He is Antti Wahlstrom of Oy Foto Ab, Turku, Finland, who has been the Fleet Captain of Turku Fleet 509 since its inception in 1960. Aarno says 'he is a brave chap, well known, and popular with all Snipers here. I know you met him at Las Palmas where he was an unofficial observer, taking a fine color film of our journey and the races. Since last year, he has been Vice-National Secretary, and my right hand. We all wish Antti good luck in his new office.'

At the same meeting, Mr. Rafael Wolontis (builder and FC of Jakobstad Fleet 577 now living in Helsinki) was elected to take Wahlstrom's place as Vice-Nat. Sec.; Mr. Bengt Rosenquist will be Executive Secretary for Finland.

Thus Finland takes a stronger position in the SCIRA family of 28 nations and it is indeed gratifying to know that the excellent development of Snipe there (now have 12 fleets) will continue under capable hands. We all congratulate Aarno and his team, and join in his own "Good luck!" wishes.

NEW ADDRESS: Fernando Bolin, National Secretary of Spain, advises that the office of the Federacion Espanola de Clubs Nauticos has been moved to Juan Vigon 23, Madrid-3, Spain, and that he can be reached there in the future.

Snipe and the Olympics

ONE-DESIGN for April contains a summary of a 3-hour interview with Paul Elvstrom of Denmark, considered by many to be the greatest small boat sailor in the world today. He gave his views on the state of the Olympics and international sailing and how it might be improved. The excerpt below will prove especially interesting to all Snipe sailors (and others as well!):

ONE-DESIGN: What about the Snipe class? Do you think it was fair or wise for the IYRU to declare Snipe a B category boat which would never be allowed to race in the Games?

ELVSTROM: It probably was not a wise move. Some Snipe sailors are going to try spinnakers on their boats this year. They will be tested and could be accepted in 1968. The class is already so interesting from an international aspect, and the boats would be improved so much by a spinnaker, that I think it should be given international status A.

I think it very amusing that the IYRU would give the Snipe status B because it is not a "high performance" boat, and then vote to try to get an offshore class in the Olympics for 1972.

Weather Telltales

As a friendly gesture to pleasure boat lovers, the Marine Division of Owens-Corning Fiberglass Corp., is sending out a little pamphlet entitled "Weather Telltale" each month. It is planned to be an aid to safety for those planning blue-water trips, a valuable guide to those scheduling racing events, and a boon to junior sailors in learning about the weather. This latter information is compiled by professional meteorologists who have a 75% accuracy record. It will be a source of pointers on weather forecasting, safety tips, newsworthy items on boating and suggestions on the proper care and maintenance of fiberglass constructed boats. Here is a sample excerpt:

It is said that a yachtsman "is anyone who would go to hell for pleasure." Back in biblical days we are told lots of people went to hell, but no one went sailing for pleasure. Unlike today, safety was not even considered, ships were overloaded, channels rarely marked, and charts unreliable.

With no weather reports, a navigator relied on visual observations and the prognostic ability of spiders, which could be seen tightening their webs when they sensed approaching wind or rain.

From Matthew 16: verses 2-3

(2) He answered and said unto them, "When it is evening, ye say, it will be fair weather, for the sky is red.

(3) And in the morning, it will be bad weather today, for the sky is red and lowering. O ye hypocrites, ye can discern the face of the sky, but can ye not discern the signs of the times?

The above is the original version of the popular doggerel:

A red sky at night
- sailor's delight!
Red sky in the morning
- sailor take warning!

This ancient observation is about 65% dependable in North America and has a scientific basis because our weather normally travels from West to East. When the weather approaching from the West at sunset is dry, it is full of dust particles smaller than the wave length of light. They scatter the blue, green, and yellow light waves allowing only the red to penetrate. Thus, dry weather approaching from the West will often cause a red sunset.

If the air from the West is full of vapor droplets, which are larger than the wave length of light, the red waves will also get scattered and the sunset will be white or grey, indicating approaching rain.

A red sky, as the sun gets closer to the horizon at sunrise, usually means that the dry dust particles are concentrated near the earth to the East and the red rays penetrating them are reflecting on the high level clouds overhead, associated with a warm front (usually bringing rain) moving in from the West.

(Aren't you glad you take the BULLETIN? - Ed.)

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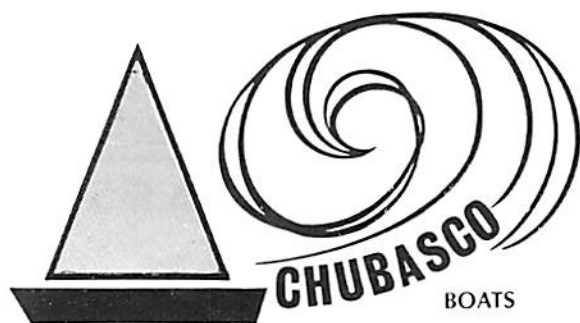
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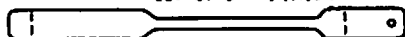
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Some California News

WELLS WANDERING REGATTA

At a time when you would believe everyone would be repairing their boats out here, and watching the snow back there, we were able to assemble, on short notice, a fleet of 29 Snipes to sail against Ted in a series of five races, for the most part on Bay courses.

Top skippers were in attendance with Elms, Carl Eichenlaub, Dave Peterson, Bud Raffee, Martin Gleich, Dan Elliott, Bob Wesselhoft, Dick Elam, Dave Uman, Tom Nute, and of course, Ted himself.

The weather was good except for morning and evening fog and a little more wind than we are used to out here. 4 of the 5 races were sailed in winds of 10 to 20 knots and the other one starting in fine wind that dropped to 3 at the finish. Ted's crew was quite light, so he had some problems when the wind came up.

The Super Bowl football game took its toll of skippers for the final race on Sunday as only 7 started and this made for some interesting results.

Club scoring gives a DNS one more point than the number of starters for that race, and DNF gets one point more than the number of finishers, which serves to confuse one pretty well.

— Ross Harris

Final Results - First Annual WWR - Jan. 1967 - Top 10

Skipper	Races	1	2	3	4	5	Pts.	Fin.
Earl Elms	3	3	1	5	dns	19	3/4	1
Martin Gleich	5	5	7	1	2	19	3/4	2
Carl Eichenlaub	1	2	3	dnf	1	21	1/2	3
Dave Peterson	2	1	9	4	dns	23	3/4	4
Tom Nute	6	6	4	2	dns	26		5
Ted Wells	8	10	2	9	5	34		6
Tom McLaughlin	4	8	6	10	dns	36		7
Stan Swartz	7	11	8	dns	dns	51		8
Bill Huston	21	9	12	7	dns	57		9
Bud Raffee	15	12	5	dns	dns	57		9

DISTRICT VI ON THE WAY UP

Arch Higman wants everyone to know that the Santa Monica Fleet 24 is being reactivated. Present quarters are the California Yacht Club at Marina del Rey, and all persons who know of interested Snipe owners should have them contact Kenneth Bechtol, 515 N. Cliffwood Ave., Los Angeles 90049, now FC.

Says Arch, "We now have 8 fleets in our District VI. I am working to revive the activity in the Newport Harbor fleet to a level of 3-4 years ago. Mission Bay 495 is our largest now with over 40 boats, and Los Angeles 2 (my own) is next with over 30. 32 boats turned up for the Governor's Cup Regatta to stimulate Snipe interest in this area.

For 3 years, the P-Cats have been going to Lake Havasu on the Colorado River for a Spring regatta. This year, it was decided to add two classes - Malibu outriggers and Snipe. Snipe was picked for activity, both in number of events and resultant turn-out to these events. Future looks good for continual growth of Snipe in this area."

DAN BLODGETT WON AT LAKE HAVASU

Nine boats braved the rain and snow in Southern California to make the trip to Lake Havasu April 1-2, and found that the wind there is usually either 3 or 30 miles per hour!

The first race, in light wind around a triangle, saw the first 5 boats finish within a 30 seconds interval with Dan Blodgett in the top spot. The 2nd race, shortened because of light wind at the start, was enlivened by very strong wind near the weather mark, subsiding shortly to the zephyr state again. Dick Craig of Ulah took this one, and Blodgett 2nd.

Saturday night all sailors were treated to some ski pictures and a tremendous high speed sailing picture by Warren Miller.

Sunday's race was postponed an hour due to light weather, but during the race there was again a brief strong wind which made an exciting p'aning run.

The top five at the finish: Dan Blodgett (1-2-3); Dick Craig (6-1-1); Pete Nootboom (2-7-2); Arch Higman (4-5-4); Jim Boldt (3-6-5); then Steve Kaye, Robin Martin, Sam Litz, and Charles Czuleger in order.



Special Offer

PAN-AMERICAN GAMES SNIPES

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

PRICE: \$1,350.00 Canadian funds.
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Snipe Southern Winter Circuit Inaugurated

Jenkins Won Bacardi Cup and Tom Nute the Gamblin Trophy at Nassau

Jerry Jenkins, U. S. National Snipe Champion in 1964 from Warren, Michigan, made the best of a 10-15 knot wind and seas with a heavy chop to win the three-race Bacardi Cup Series sailed on Montagu Bay February 26-27th.

Strong, chilly winds and rough seas on Sunday forced postponement of the first day's programme of the Bahamas Snipe Winter Championship. As a result, Monday's schedule was crammed with two races back-to-back during the morning and one afternoon sail.

Sanctioned by SCIRA and hosted by the Royal Nassau SC, the Bacardi Races got off to tight starts with a 27-boat fleet taking the gun. The near-six-mile modified Olympic course was swept by an ENE wind.

Jenkins came across the finish line 3rd in the first race — 35 seconds behind winner Tom Nute of San Diego, California; won the 2nd by 7 seconds over Nute; and came in 8th at 2 min. -10 secs. behind winner Pierre Siegenthaler of Nassau in the 3rd.

Nute was a potential series winner until he encountered jib difficulty and lost his top running position while rounding the second mark. Dropping to the back of the fleet, he worked furiously to get his racer going again. Tacking and reaching in an attempt to overtake the strong fleet, he was forced to abandon the race when his jib gave way again.

Defending champion Godfrey Lightbourn of Nassau finished 9th in the series. His chances were ruined when he voluntarily withdrew from the 2nd race after fouling.

There were no private duels between skippers throughout the series, but finishes were exciting, especially in the last race when the first 6 boats across battled in pairs to reach the line — Lightbourn crossed a second ahead of Godfrey Kelly; Capt. Bertie Pengelly of Nassau a second ahead of Peter Christie of Nassau; and Basil Kelly a second ahead of Jenkins.

Final Results - Bacardi Cup - Feb. 26-27, 1967 - (Top ten)

SKIPPER	CREW	Fleet	Pts.	Fin.
Tom Nute	John Shine	San Diego, CA	7459	1
Buzz Levinson	Gene Lemke	Indianapolis, IN	7153	2
Pierre Siegenthaler	Collin Callender	Nassau	7003	3
Dave Ullman	Winifred Levinson	Balboa, CA	6402	4
Kenneth Albury	Buck Johnson	Nassau	5814	5
Basil Kelly	Pedro Wassitsch	Nassau	5663	6
Jerry Jenkins	John Schuch	Warren, MI	5387	7
Godfrey Kelly	David Kelly	Nassau	5211	8
Peter Sweeting	Brad Bethel	Nassau	4918	9
Godfrey Lightbourn	Derek Higgs	Nassau	4816	10

GAMBLIN SERIES - Bahamas Winter Championship Regatta

Tom Nute, of San Diego, Calif., established himself as the Renaissance man of Snipe racing on Wednesday, March 1st by winning the prestigious Dudley Gamblin Memorial Trophy against a tightly matched fleet of 26 racers (12 Bahamian and 14 foreign) on breezy Montagu Bay.

The 24-year old sailmaker, skippering a Snipe he built from scratch, posted a first, 3 seconds, and 5th in the two-day, five-race series for a point aggregate of 7459.

"From the first race, everything seemed to go just right for John Shine (crew) and me," said Nute, who sails with Mission Bay Fleet 495. "During the first two heats Tuesday, we always managed to be in the right position at the right time. And in the final two races, we just stuck with Buzz Levinson and covered him around the course, since I knew he was our biggest threat." And Nute's shadow act on Levinson's 15.5 footer proved to be the deciding factor in the mustachioed Californian's victory.

Fresh 10-knot breezes rippled the surface of Montagu Bay as they began the second trophy series in the regatta Tuesday.

During the first race of the series, Siegenthaler took an early lead, but gave way to the hard-charging Nute, who mastered a brief challenge from Buzz Levinson of Indianapolis during the second heat. Siegenthaler raced into 2nd with a strong burst to the finish, while Jenkins was 4th behind hard-luck Buzz. Ted Wells crossed 5th, but race officials had already disqualified him for failing to respond to a recall.

That afternoon, in the 2nd race, Wells, determined to make



U. S. SAILORS GET THE BIG ONE - His Excellency the Governor Sir Ralph Grey (center) presents the Dudley Gamblin Memorial Trophy to skipper Tom Nute (right) and crewman John Shine.

— Article by Ding Cambridge-Photo by Lockhart-Bahamas N. B.

amends, opened up an early lead and widened his margin over the fleet at every mark, until he jibed for the leeward run nearly 30 seconds ahead of second place Buzz. Just as Wells approached the Committee Boat, Nute skirted in towards the line on a long starboard tack. Wells nipped him by 5 secs., but the game San Diegoan slipped past the finish exactly 3 secs. ahead of the outmaneuvered Levinson to steal 2nd.

But this rankled in Buzz's heart, and dander up, he proceeded to post a runaway victory when the series was resumed on the final day Wednesday and he led Nassavian Pierre Siegenthaler by 2 min. 47 seconds when he finished. This fine victory and two show finishes from Tuesday put him ahead in overall standing and Nute realized he was the man to beat.

During the two afternoon heats, Nute managed to gain windward position over Levinson's boat on almost every leg of the 6 - mile course, holding him to a 4th and 5th in the two series finales, while he himself recorded two 2nds. It was a very consistent performance and a well-earned and deserved victory.

Third in overall position was Siegenthaler, who had a pair of 2nds, a 4th, and a brace of 5ths for 7003 points.

Dave Ullman of California, teamed with Winnie Levinson (wife of 2nd place Buzz) surged into 4th place on the strength of back-to-back victories in the last 2 races. Kenneth Albury and Buck Johnson of Nassau earned 5th place with 5814 points.

"I certainly hope to return to Nassau for the world championships in November," said Nute, after the final race. "But," he added, with instinctively crossed fingers, "first I'll have to earn the right to represent the U. S. by winning the Nationals."

Final Results - Gamblin Trophy -Feb. 27-Mar. 1 -(top ten)

SKIPPER	CREW	FLEET	PTS.	FIN.
Jerry Jenkins	John Schuch	Warren, MI	4133	1
Godfrey Kelly	David Kelly	Nassau	3896	2
Pierre Siegenthaler	Collin Callender	Nassau	3845	3
Gene Lemke	Buzz Levinson	Indianapolis	3837	4
Basil Kelly	Pedro Wassitsch	Nassau	3577	5
Peter Christie	Roscoe Thompson	Nassau	3474	6
Tom Nute	John Shine	San Diego	3317	7
Peter Sweeting	Brad Bethel	Nassau	3210	8
Tippy Lightbourn	Derek Higgs	Nassau	3086	9
Dave Ullman		Balboa, CA	2861	10

Elms Won Miami Regatta



A CUSTOMARY GOOD START - Earl Elms is off in first in this race. He finished that way, too. - Miami N. B. Photo.

Earl Elms, the U. S. National Snipe Champion, continues to show that he is top man in the class by his victory over 32 starters in the Miami portion of the Snipe Southern Winter Circuit. (Earl did not race in the first regatta of this circuit held the previous week in Nassau).

This series of regattas, designed to provide a combination of travel, sunshine for the family, and top racing for the skippers was an apparent success in view of the large turnout this first year.

Elms emerged as victor after 3 long heats on Biscayne Bay in winds which varied from 8-14 knots. Bill Aicardi (7-2-3) of Miami, nosed out Francis Seavy of Clearwater by virtue of the tie breaking Snipe scoring system to take the 2nd slot. Jerry Jenkins made a sensational comeback when, in spite of a low 17th in the first race, he bounced back strong with a 3-1 in the last two races to get the overall 3rd spot.

Conditions were ideal with clear skies and a warm wind that remained fixed from the SE. Some of the lake sailors did experience a little difficulty mastering the sloppy chop, while the California and Miami skippers found it to their liking.

After the races, skippers were met by the ladies of the fleet and introduced to the 'Don Q Rum' cocktail party with frozen Daquiris served to them aboard their own Snipe. A pair of Randy Boatshu - Boatshu with a Grip-Deck action- was given to each skipper and his crew, while a fried chicken box lunch was served on the water between races Sunday. There was no registration fee, thanks to the sponsorship of the 'Don Q Rum' Co, Inc. All hands were most happy that the entire regatta was without charge.

Final Results - Don Q Rum Keg Regatta - Mar. 4-5, 1967

Boat	Skipper	Fleet	Races	1	2	3	Pts.	Fin.
16700	Earl Elms	San Diego, CA		1	4	5	4265	1
9009	Bill Aicardi	Coconut Grove SC		7	2	3	4121	2
6995	Francis Seavy	Clearwater		4	6	2	4115	3
14676	Jerry Jenkins	Detroit, MI		17	3	1	3620	4
16508	Bill Hancock	Indianapolis		2	5	14	3516	5
13620	Buzz Levinson	Indianapolis		3	9	9	3492	6
16228	Tom Rute	Mission Bay YC CA		5	8	10	3346	7
5637	Dan Flaherty	Clearwater		dnf	1	4	3090	8
10111	Gonzalo Diaz	Coconut Grove SC		8	7	13	3029	9
15940	Carl Zimmerman	Miami Yacht Club		6	11	12	2966	10
16428	Basil Kelly	Nassau, Bahamas		9	14	7	2909	11
14789	Godfrey Kelly	Nassau, Bahamas		13	10	8	2834	12
14888	Pete Sweetling	Nassau, Bahamas		11	15	11	2476	13
16025	Ted Wells	Wichita, KS		21	13	6	2409	14
9554	Chas Fowler	Coconut Grove SC		10	16	19	2070	15
12453	Don Cochran	Clearwater		20	12	17	1858	16
16607	Asgar Anderson	Indianapolis		12	dnf	15	1638	17
4130	Walter Rogers	Key Biscayne Y.C. Miami		18	18	21	1458	18
12888	Joe Ramel	Missouri YC		15	21	22	1437	19
14991	Bill Manz	Virgin Islands		19	19	20	1409	20
15302	Bill Pithian	Miami, FL		22	20	18	1331	21
14961	Carol Morrison	Miami, FL		dnf	17	16	1322	22
15148	Bob Aicardi	Coconut Grove SC		14	24	dnf	1139	23
15400	Kit Sommers	Peoria, IL		16	23	dnf	1070	24
14703	Carlos Roman	Coconut Grove SC		24	22	dnf	771	25
15291	Sue Williams	Miami YC		27	26	23	745	26
14990	Ralph Yula	St. Croix, V.I.		23	25	dnf	701	27
14635	Bill Hoelke	Miami YC FL		25	29	24	689	28
16627	Roger Hope	Miami YC FL		26	28	25	650	29
16380	Neal Cwings	Miami YC FL		28	27	26	590	30

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This!*

1965 WINNERS

Clearwater Midwinter
U. S. National Championship
1st, 2nd, 3rd
Dist. 4 Championship
1st, 2nd, 3rd
Dist. 3 Championship
1st, 2nd, 3rd

LEVINSON SAILS

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ELMS SAILS ARE FAST

Elms Sails have been available to Snipe sailors for six months and in this short time they have proven themselves in the following major regattas —

- 1st & 5th — Clearwater Midwinter Snipe Championships, Clearwater, Florida.
- 1st — Miami Don Q. Rum Winter Championship, Biscayne Bay, Miami, Florida.
- Tie 1st — Caribbean Midwinter Championships, San Juan, Puerto Rico.
- 1st & 2nd — Mission Bay Wells Wandering Regatta, San Diego, California.
- 1st, 3rd, 4th & 5th — Lake Havasu Regatta.
- 3rd — 1966 Western Hemisphere Championship, Montevideo, Uruguay.

In most of these regattas there were only 1 or 2 boats using Elms Sails. We think they have proven themselves very well.

ELMS SAILS

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Earl Elms Won 30th Midwinter Championship Regatta

His 1-1-1-1-2 Tally Put Jerry Jenkins in 2nd Place and Francis Seavy in 3rd

When Francis Seavy, defending champion, contemplated the regatta this year, he knew he couldn't beat his perfect score of 1-1-1-1-1 last year, but he did recognize a chance of breaking his tie with Ted Wells for the honor of the most victories in the 30-year event (6 each). But both veterans had to step aside for a newcomer to the event - rugged 26-year old Earl Elms of California, present U. S. National Champion.

Fresh from victory at Miami the week before, Elms maintained a dizzy pace with 1-1-1-1-2 for the 5 races that counted, discarding a 5th place finish. Just one boat from Seavy's perfect 1966 score! His 7931 points were 618 ahead of 2nd place Jerry Jenkins of Detroit, 1964 U.S. Champion, with 3-4-1-4-2 and 7303; Seavy's 2-3-3-8-1 garnered 7098 and 3rd place. Bill Hancock of Indianapolis was 4th and Howie Richards of Oakville, Canada, finished 5th.

25 entries from 12 different states and from Bahamas, Virgin Islands, and Canada sailed in this 30th annual U. S. Regatta, the 2nd in importance to the U. S. Nationals. 6 races were scheduled from Tuesday Mar. 7 - Friday 10th to be sailed over modified Olympic courses in the Gulf of Mexico.

12-15 mph wind from NW brought clouds and whitecaps plus small craft warning which necessitated postponement of the 1st race Tues. A. M., but transfer to protected South Clearwater Bay enabled an afternoon race. The start was a perfect picture as all crossed together; they sailed that way to the first mark where Elms and Hancock showed their mettle by leading the parade around, with Seavy and Jenkins not far behind. Then, as Hancock dropped behind, Elms took over and although Seavy pressed him within a boat length at times, he could not close the gap. Elms' first place set the pattern!

Wednesday saw ideal conditions on the Gulf with winds 12-15 mph and 75 degrees temperature. The A. M. race started with Seavy leading Richards and Elms in 8th after 2 legs. But Earl came on like a gangbuster and kept passing boats until he ended up winning handily.

The winds picked up for the afternoon race and it was a faster and closer contest. Jenkins finally emerged on top with Nute 2nd for his best finish of the series. Seavy was 3rd, while Elms got 5th, which turned out to be his worst race. At this point, only 87 points separated Seavy and Jenkins from Elms, so either could move into first rather easily and it was anybody's guess who would triumph.

Thursday's important races took place in the Gulf with the lightest winds to-date - 8-10 mph from NW to NNW. It turned out to be pie in Earl's dish! He won both of them! He didn't lead all the way, however - at least not in the morning sail. He was back in 2nd place rounding the weather mark, but then rallied to take over his favorite spot on the next leg to lead the fleet home. He required about 1 1/2 hours to sail the course and beat Clearwater's Frank Levinson across the finish line. 3rd was Hancock, while Jenkins and Basil Kelly were next. Seavy fell back to 8th (a light weather jinx?).

In the 5th race that afternoon - which was an ideal one for sailing - Elms led from the start to finish in a walkaway. Jenkins got 2nd, which increased his lead over Nute in a close contest for the grand total overall point score in the Southern Snipe Circuit, for Tom got 5th. Bill Hancock, still sailing very consistently, got 4th. Seavy, still in his morning rut in the doldrums, registered his second 8th for the day.

At the end of the day, Elms had the title all wrapped up. Jenkins, his closest competitor, could not catch him regardless of the outcome of the final 6th race. It was now a question of who would grab 3rd spot, for Seavy's two 8ths put him in jeopardy - Hancock was now only 75 points behind! Likewise, it was important to Jenkins in his bid for the Zimmerman award.

The wind from the SW Saturday afternoon had increased to 12-15 mph, which Seavy found very much to his liking. He jumped right out and sailed away over the waters he knows best to a beautiful victory and thus got undisputed 3rd place in the regatta. There had been a chance that Elms wouldn't sail in



A LOT OF SILVERWARE - Top skippers were awarded many trophies at the banquet at the Clearwater YC. From left to right are crew Tom Cloutier and Jerry Jenkins, runnersup. Jerry is also holding the big new Zimmerman Trophy Revere Bowl for the high overall score in the Snipe Southern Circuit; David Ullman, crew for Earl Elms, who has a firm grasp on the Championship Trophy; third-place Francis Seavy, defending champions, and his crew Bill Graham. -- Sun Photo.

this one, for he had sold his boat the night before; however, the buyer did not take delivery then and Elms chased Seavy around the course for a 2nd. Jenkins, although dropping to 7th, scored enough to protect his overall standing as runnerup and victor in the total point score of the Circuit Regattas.

And once again, Bud Blair and crew Jim Carroza were awarded the Charlie Morgan plaque which goes to the junior finishing highest in the regatta.

Elms victory was won under varying wind and sailing conditions which emphasized his versatility. All competitors felt that he would have been hard to beat under any circumstances. Veteran Don Cochran, Sr., one of the original Snipe sailors who has attended practically all these regattas here and a real expert about the class, praised him as one of the best sailors he has seen compete in the Midwinters. Everyone is inclined to agree.

The awards banquet was held Saturday night in the CYC. At this time, very few complaints were heard about the courses, the weather, or regatta in general, but this could be expected because, for the 2nd straight year, not a protest had been filed. That in itself speaks well for the high caliber of the event.

No wonder this regatta is considered one of the real "

No wonder this regatta is considered one of the real "musts" on every Snipe's calendar!

- Ed Haver

Final Results-INTERNATIONAL MIDWINTER CHAMPIONSHIP

Clearwater Yacht Club - Clearwater, Florida - March 7-10, 1967

Boat	SKIPPER	Home Town	Races	1	2	3	4	5	6	Pts.	Fin.
16700	Earl Elms	San Diego		1	1	1	1	1	2	7921	1
14676	Jerry Jenkins	Warren, MI		3	4	1	4	2	7	7303	2
6995	Francis Seavy	Clearwater		2	3	3	4	2	1	7098	3
16508	Bill Hancock	Indianapolis		4	10	4	3	4	6	6776	4
10547	Howard Richards	Oakville, Ont.		5	2	8	6	3	3	6575	5
16049	Frank Levinson	Clearwater		10	6	11	2	3	4	6520	6
16228	Tom Nute	San Diego		12	5	2	9	5	9	6161	7
16488	Basil Kelly	Nassau		8	11	7	5	12	5	5737	8
14789	Godfrey Kelly	Nassau		7	8	10	11	6	8	5520	9
13274	Peter Duvoisin	Chattanooga		9	9	6	11	11	11	5073	10
16025	Ted Wells	Wichita, KS		11	7	dnf	7	15	12	4729	11
12453	Don Cochran, Jr.	Clearwater		15	13	15	13	7	13	4184	12
12888	Joe Ramel	Lake Lotawana, MO		6	16	dnf	16	16	10	4061	13
14888	Peter Sweeting	Nassau		13	15	14	10	14	dnf	3879	14
14991	William Chandler	St. Croix, V.I.		14	12	9	21	dnf	16	3619	15
16291	Martin Heller	Pittsfield, MA		18	14	12	dnf	13	14	3612	16
9310	Jack Michel	Syracuse		20	20	13	15	10	15	3538	17
16482	Dick Edwards	Cuba Lake, NY		17	18	16	17	19	15	2790	18
16689	John Nelson	Lansing, MI		19	17	19	19	20	17	2604	19
18528	Bud Blair	Clearwater		23	19	18	14	18	dnf	2595	20
15075	John Cory	Akron, OH		24	21	20	18	17	dnf	2235	21
15001	Dick Ver Halen	River Forest, IL		21	dnf	17	20	dnf	dnf	2065	22
16485	Carl Shapiro	Valdosta, GA		dnf	22	21	22	21	18	2051	23
15314	Tom Forrester	Medina, NY		16	dns	dns	dns	dns	dns	625	24
13666	Jane Ake	Akron, OH		22	dns	dns	dns	dns	dns	361	25

Jerry Jenkins First Winner of Southern Circuit Trophy

For many years, when Havana, Nassau, and Clearwater were holding successful annual regattas, efforts were continually made to pool their events and create a winter racing circuit for Snipes, but nothing ever officially resulted except conjecture and talk. After Cuba became inactive in 1960, the project was dropped.

During the winter of 1965-66, the Snipe Fleets at Nassau, Miami, and Clearwater, began planning for a continuous Snipe racing series at the three locations. Very good publicity was obtained by half-page ads in the Dec., Jan., and Feb. BULLETINS and attendance was very satisfactory in the first regatta, which has been covered in detail in the accounts of the various series of races on preceding pages of this BULLETIN.

An overall perpetual trophy was offered by veteran Carl D. Zimmerman, 1953 SCIRA Commodore and still actively sailing in his retirement years. He donated a splendid large Revere Bowl to be awarded to the skipper with the best overall total score earned in competing in all 17 races (8 in Nassau; 3 in Miami; 6 (with 1 dropout) in Clearwater). Thus only those who attend all 3 regattas scheduled consecutively over a two-week period can qualify.

This first year, the races were all sailed in moderately heavy winds at Nassau with the others in light to moderate. Jerry Jenkins of Detroit, after winning the first series at Nassau and placing 7th in the second, almost lost the works with a 17 in the 1st Miami race, but came back with a 3 and 1 in the next 2 races, and an overall 2nd in Clearwater, to take first place in the whole circuit with 20443 points. Tom Nute lost out by 0.8% and took 2nd with 20283. Next in order were Basil Kelly, Godfrey Kelly, Peter Sweeting (all of Nassau), and Ted Wells of Wichita. These 6 were the only skippers eligible this year. Next year, there should be three times as many!



TWO TOP SNIPERS - Earl Elms and Tom Nute from Mission Bay Fleet 495 at San Diego, Calif. Not hard to tell how they placed! — Sun Photo.

IS IMPROVING RACING RESULTS YOUR GOAL?

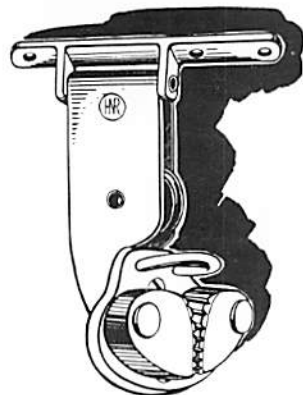


We introduced our NEW SNIPE early this year for those who consider racing performance the only criteria of value. The results have been very gratifying to us and to those who chose our Snipe. Ours were the winning boats in the following 1966 Regattas:

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

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

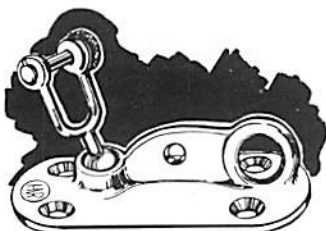
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Boom-mounted Mainsheet Jam

PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



4 in 1 Forestay Fitting

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This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



QUALITY FITTINGS



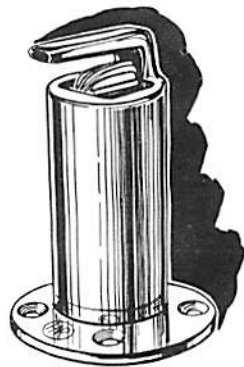
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QUALITY FITTINGS

for the discriminating yachtsman

If your fittings just perform well, you only have half a Snipe. When your boat is equipped with Richards fittings, you have the complete Snipe. To be truly "with it" in Snipe racing you need hardware designed by a Snipe sailor, for Snipe sailors. Take the Jiffy Jib Jam, for example. The Schmidt brothers of Brazil used it in winning the 1963 and the 1965 World's Snipe Championship, as did the runners-up, the Levinson brothers of the United States. The Conrad brothers of Brazil used one in winning the 1964 Western Hemisphere Championship. To win, you don't need your brother as crew, but brother, you need a Jiffy Jib Jam. In fact, in 1965 the National Championship of eight countries was won by Snipes so equipped. Could a record such as this leave any doubt as to what is needed to get you up where the action is?

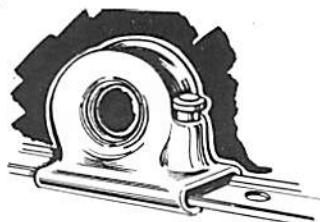


Jiffy Jib Jam

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The fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support without it coming unjammed. Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$2.50 per foot.)



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Wells Wanderings



by Ted Wells

May 1967

THE MAGIC CIRCLE (Continued)

Experience in some earlier regattas this year, and some correspondence have brought out some interesting happenings connected with Rule 42. Before going any farther, please review WW for November 1966, and get out your rule book.

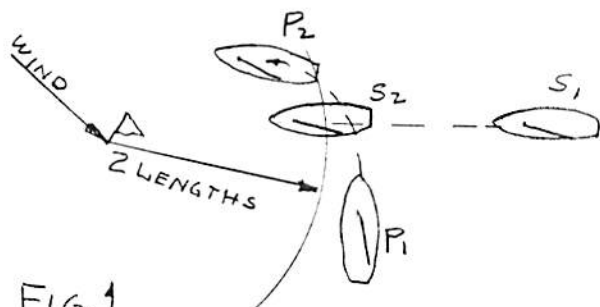


FIG. 1

There is a variation of the example in figure 3 of the November article in which the starboard tack boat is probably in the clear, at least under one interpretation of the rule. In this case P is fairly close to the mark, and does not complete his tack outside the Magic Circle. S can probably safely keep going on the strength of the overlap being established by P completing a tack rather than by S overtaking. A little shaky perhaps, but I think the argument would hold (read Rule 38.2).

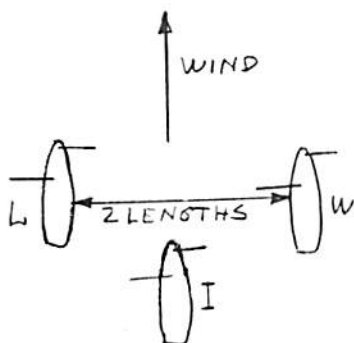


FIG. 2

Figure 2 illustrates a tricky situation not anticipated when paragraph 42.3 (a) (i) and 42.3 (b) were written, but I think 42.3 (b) can be stretched to cover the situation. Boat W (windward) is within two lengths of L (is the two lengths measured from boat centerline to centerline or is it a measure of open water? The latter, I think) and since L is a leeward boat, it is the right-of-way boat and ranks as an obstruction. In this case I don't think it matters who has overtaken whom, W or L.

Can W, therefore, tell I (intervening) who wants to stick his nose in between, that he can't because in so doing he would establish an inside overlap when W was within two lengths of an obstruction?

I think paragraph 42.3 (b) covers this (unintentionally, perhaps) by considering boat L as a continuing obstruction. There are, of course, some restrictions on I in this case. He must give W ample room and opportunity to keep clear under Rule 37.3 when establishing this overlap. Also, at the time he sticks his nose in between L and W, there should clearly be enough room to keep right on going and not hit anyone. L can, of course, close the hole by luffing, if he wishes, but he had better be sure of his luffing rights. If W has overtaken L, or if the overlap has been established by L converging from more than two lengths away laterally, while W was behind mast abeam, L may luff and both boats must respond. If L does not have luffing rights on W, he cannot force I into W.

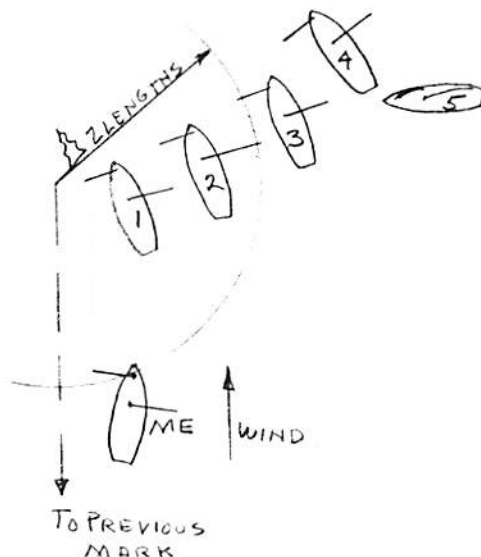


FIG. 3

Figure 3 illustrates a happening in the Desert Drifter at Phoenix (see WW for March). I hailed boats 3, 4, and 5 that they were outside the two length circle and therefore I was entitled to room at the mark. #3 replied, "Not me", and since it looked debatable, I kept clear of him. #4 didn't argue and kept going. #5 didn't say anything and also didn't show signs of giving me room at the mark, nor did he show signs of doing what he later said he intended to do — namely, carry me to windward of the mark. I nudged him hard enough to create room at the mark. (I wanted to get to Flagstaff that night and the time schedule did not allow for a protest meeting), and I discussed the matter with him at a later regatta. He missed two points. Paragraph 42.1 (d) says that the leeward yacht must have luffing rights (as soon as I altered course heading for the mark I was far ahead of mast abeam and the leeward boat no longer had luffing rights) and also he must hail stating his intention of going to windward of the mark when still outside the Magic Circle and at the same time luff up to a course which is to windward of the mark. He did not do either of these things.

I foresee a boom in business for protest committees this summer.

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— June 10-11, 1967



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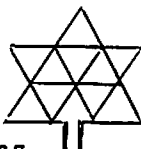
Invitational Regatta

JUNE 24 - 25, 1967

SAIL IN CANADA IN 67

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Oakville, Ont., Canada



Fleet 131

PEORIA, ILL.

SLAUSON MEMORIAL REGATTA

June 24th-25th

PAN-AM ELIMINATIONS

for DISTRICT III

July 1st-2nd

Write: Lou Leber, 7034 N. Teakwood Ct., Peoria, IL 61614

District 3 Championship

CHALMERS-BURNS and DUNPHY SERIES

July 13-14-15, 1967

ISLAND BAY YC - SPRINGFIELD, ILLINOIS

Write: Robert Hayner,

1925 Wiggins St., Springfield, Ill.

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Michigan Sailors Only

Torch Lake—July 22-23, 1967

Entries close: July 12, 1967

For entry blank, write

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SANCTIONED SNIPE REGATTAS

JUNE 3-4 MICHIANA Regatta, Eagle Lake YC, Eagle Lake, Edwardsburg, MI. Ralph Freevol, 903 Tomahawk, Niles, MI.

JUNE 3-4 Briody Memorial Trophy, Cuba Lake YC, Cuba Lake, NY.

JUNE 10-11 DISTRICT IV Championship (19th St. Johns Regatta), Florida YC, St. Johns River, Jacksonville, FL. W. R. McQuaid, Jr., 1306 Coast Line Bldg, Jacksonville, Florida.

JUNE 10-11 HEART OF AMERICA Regatta, Lake Quivira SC, Lake Quivira, KS. Joe Bartels, 9320 Reeder Rd., Shawnee Mission, KS.

JUNE 10-11 RIFF-RAFF Regatta, Cowan Lake SA, Cowan Lake, Ohio. Jim Menzies, 8710 Mockingbird, Cincinnati, Ohio 45231

JUNE 24-25 SLAUSON MEMORIAL Regatta, Illinois Valley YC, Lake Peoria, Peoria, IL. Louis J. Leber, 7034 N. Teakwood Ct., Peoria, IL.

JUNE 24-25 CONNECTICUT STATE Championship, Quassapaug YC, Lake Quassapaug, Middlebury, Ct. James T. Fairclough, Hermitage Dr., Woodbury, CT.

JUNE 24-25 DISTRICT VII Championship, Yale Lake, Portland, OR. Bob Walrath, 13831 NE Klickitat Court, Portland, OR.

JUNE 24-25 MIDWESTERN Championship Regatta, Wichita SC, Santa Fe Lake, Wichita, Kansas. Ted A. Wells, 755 Edgewater, Wichita, Kansas.

JULY 1-2 MISSOURI VALLEY Championship Regatta, Iowa-Nebraska SA, Lake Manawa, Council Bluffs, Iowa. Floyd E. Hughes, Jr., 8 Westlake, Council Bluffs, Iowa.

JULY 8-9 DIAMOND LAKE OPEN Championship Regatta, Diamond Lake YC, Cassopolis, Michigan. Frank Pontious, 242 Spring Ave., Glen Ellyn, Illinois.

JULY 8-9 DISTRICT FIVE Championship Regatta, Chautauqua Lake YC, Jamestown, N. Y.

JULY 13-14-15 DISTRICT THREE Championship Regatta, Island Bay YC, Springfield, Ill. C. Fred Smith, 530 Williams Blvd., Springfield, Ill.

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

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

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

JULY 29-30 DISTRICT THREE Junior Snipe Regatta, Grand Rapids YC, Reeds Lake, Grand Rapids, Michigan. Morton M. Charnley, Jr., 1545 Brenton Rd., Grand Rapids, MI.

JULY 23-24 OHIO STATE OPEN Championship, Portage Lakes YC, Turkeyfoot Lake, Akron, Ohio. Leroy Hoffman, Box 263, Leroy, Ohio.

AUGUST 9-10 JUNIOR U. S. NATIONAL Championship 11-17 U. S. NATIONAL Championship, District II, Ft. Gibson Lake, Ft. Gibson, Oklahoma. William Kilpatrick, P. O. Box 3658, Oklahoma City, Oklahoma

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

AUG. 26-27 INDIANA HARVEST Regatta, Muncie SC, Prairie Creek Reservoir, Muncie, Indiana. Heinz G. Fischer, 301 Brook Dr., Muncie, IN.

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

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

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

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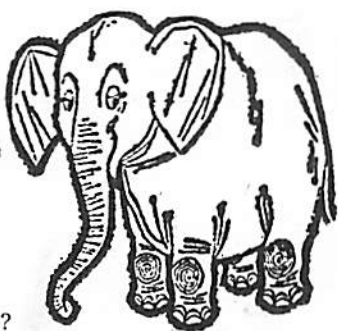
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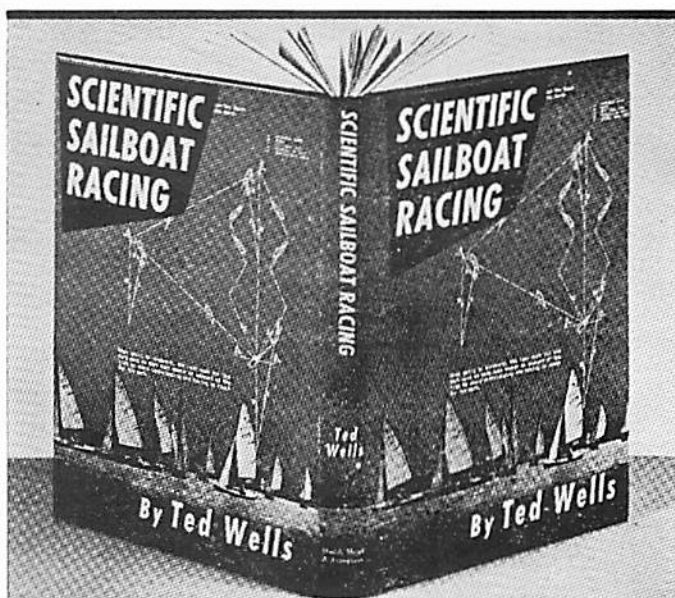
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