

SNIPE BULLETIN

OCTOBER 1966

Vol. XVI No. 5



Now racing.

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Voice Of The People

WHY NOT SCORE ON A PERCENTAGE BASIS?

" Since the subject of race-scoring has been re-opened, permit me to say that six seasons of service as official scorer in two fleets using the Snipe system have convinced me that it is plain silly when applied to seasonal racing, that is, a summer series of 15-20 races.

Why should a fifth place boat in a five-boat race get the same score as a fifth place boat in a ten-boat race? People will pat me on the head and say my example is exceptional, but it is not exceptional in a long season in a small fleet.

For competition extending over a long period of time, I think the baseball people solved the problem long ago. Consider each boat as racing against each other boat, and give each boat the percentage of its victories over all others. Illustration: in a summer of 20 races a skipper will finish ahead if 20 boats and behind 80 - season score = .200; the fleet champion defeated 80 and lost to 20 - season score = .800. It takes a little book-keeping, and unlike the Snipe system, you can use a slide rule and a toy adding machine. It is not without thrills, either, as a warm glow suffuses the day's victor as he looks behind him to count 6 "wins" picked up that day.

We always hear that the logarithmic or curved system rewards brilliance instead of "mere consistency." What's so brilliant about a 1-2-2-2-4-4-4 series that warrants its beating a 3-3-3-3-3-3-1 series? (Or a 38-39 pair that beats two 39's? We in the tank have our rivalries, too.)

That Brilliance versus Consistency talk is just a metaphor! In life, the rewards go to a consistently high level of performance. Don't tell me that the Schmidts, Conrads, Levinsons, and Wells win because the Snipe system helps them to cash in on their inconsistent brilliance.

If the best defense of the Snipe scoring system is that it obviates ties in a short series, prescribe it for regattas of 7 or fewer races, but let us quit giving a guy 1296 points for finishing last, and another skipper 1296 points for finishing in the upper quarter of his fleet." — Marshall Smelzer
South Bend, Indiana.

WHAT MAKES SCIRA TICK!

" It looks like we are really beginning to put the Snipes on the ball this year here in Washington. Our worse trouble is the transient Sniper with the service people who are here today and gone tomorrow; also, government employees are transferred hither and yon. But that's all the more reason to work harder to keep the fleet strong.

We have had sailing school for the past 2 years, and after classroom instruction for four weekends, we followed up with actual sailing in Snipes. It really doesn't take long to separate the wheat from the chaff and somehow we get some good ones out of the pack. We also have used the Washington Boat Show for the past several years.

Mr. Bruno Weinschel, #15486, has been a wonderful help to us by letting us use the classrooms at his electronics plant near Washington, and in other ways too numerous to mention.

I had a wonderful experience recently. Flew to Nassau and met Lee Wright, an old Sniper from way back - he was a member of the old Sparrows Point, Maryland, Fleet years ago. He now has a 30-foot keel sloop with 550 sq. ft. of sail. He and a friend of his and myself sailed her from Nassau to Morehead City, N. C., and some of it was real hairy with 30 knot winds at times and 10' seas running in the Gulf Stream. 24 days en route, mostly on the ocean and some of the Intercoastal Waterway. For an old fellow like me, it was a real thriller."

— Charles S. Dills
Washington, D. C.

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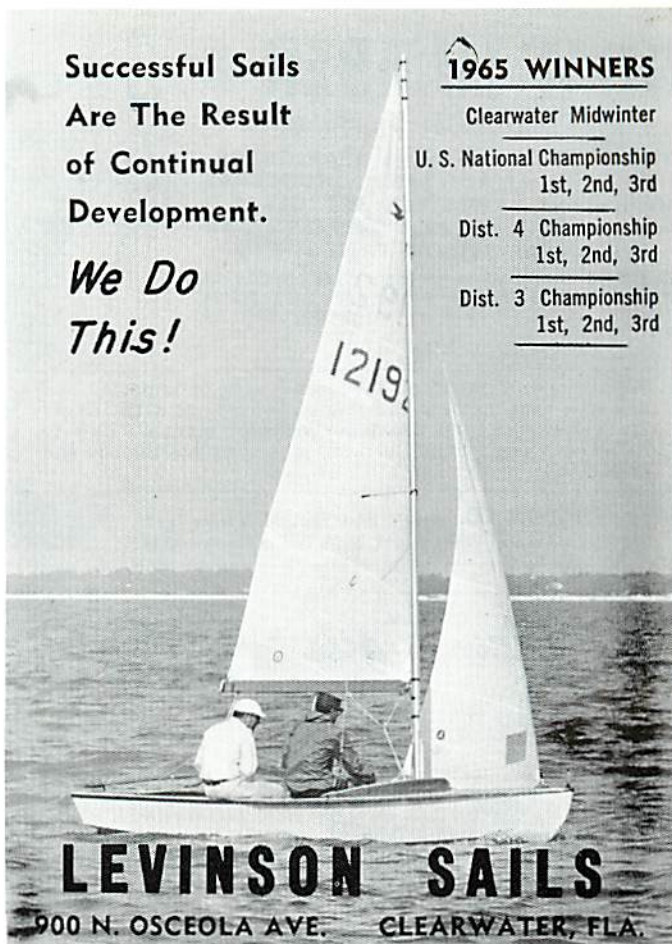
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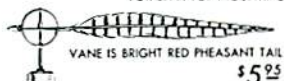
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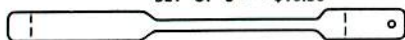


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SNIPES BULLETIN

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

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The Cover

"Willing Hands Make Work Easy" might well be the title of this striking picture. When Tom Frost was U. S. National Champion in 1953, he had plenty of help at Newport Beach, California. The boat is the famous "Snowball II", and Tom again won the title in it in 1954. An old photo - but a good one!

— THE SCORE —

Numbered SNIPEs — 16583

Chartered Fleets — 628

No change is registered in numbers issued this month, for we wanted to complete the total for September as it is the last month of SCIRA's fiscal year and all past records have been based on it. Annual totals will be published next month.

However, three new fleets have been established.

Following up the announcement in the July BULLETIN that Paraguay was forming a Snipe Fleet, Manuel Otazu formally requested entrance of Paraguay into the SCIRA family of 27 nations. 7 boat owners elected Atilio Salomon as the first Commodore of the Paraguayan Association of Snipes and Charter 626 was granted to the Mbigua Fleet, which belongs to the Club Nacionalde Regatas El Mbigua at Asuncion, the capital city of Paraguay. They are eagerly looking forward to participating in their first big international regatta at the Western Hemisphere Championship Races in Montevideo in December. Manuel Otazu is the first National Secretary for Paraguay and he can be reached at Eligio Ayala 1180, Asuncion. Welcome aboard, Paraguay!

For years a great number of Snipes have dotted the many small lakes of Michigan and they have never been organized into official groups mainly because, in that resort country, people come and go throughout a relatively short sailing season. But Donald W. Hile, 693 W. Milwaukee St., Detroit, Michigan, succeeded in getting 5 other good boats together and made application for a charter. It was a pleasure to issue Charter 627 to the Lake Angelus Yacht Club Snipe Fleet. Being close to Detroit, they will be in the thick of things and a welcome addition to the local racing circuit.

For over 25 years, Samuel P. Card has been an active Sniper and taken part in local fleet activities in the different parts of the country in which he has lived. A few years ago, he acquired a Star, but as his son, Daniel, progressed in Snipes, Sam got interested again and the two recently got a Snipe in partnership. Dan's next step was to further his ambition to establish a fleet at Lake Quannapowitt in Wakefield, Mass. With the help of David Morgan, he finally got 6 measured boats together and asked to join SCIRA. Charter 628 went to the Quannapowitt Snipe Fleet with David Morgan, 126 Mt. Vernon St., Wakefield, Mass., as first Fleet Captain. Already their activities are noted at the club and they expect to add 3 or 4 more boats soon. It is certainly nice to see a new fleet in District I.

1966 SCIRA General Meeting

A general SCIRA Meeting was held Thursday A. M. Aug. 4th when the scheduled race was postponed.

Commodore Basil Kelly presided. Board members present were: Vice-Commodore Bob Schaeffer, Paul Betlem, Bruce Lockwood, Louis Nelms, Francis Seavy, Bud Hook, Ted Wells, and Birney Mills. Also present were Past Commodores Red Garfield, Harold Griffith, Carl Zimmerman, and Dr. Sam Norwood. About 150 members attended and standing self-introductions were made.

Minutes of the last meeting at Peoria were bypassed.

Basil Kelly expressed his pleasure at being present and racing in a U. S. National Championship Regatta. He expressed pleasure over the work of the Rule Book Committee and promised further improvement when indicated. He told about preparation being made in Nassau for the 1967 World Championship Regatta and intimated that a supplementary regatta might be held at the same approximate time so other Snipers could also enjoy the unique experience of sailing in Bahamas waters while there.

U. S. National Secretary Bud Hook reviewed progress made during the past year and the immediate aims for the future, stressing these points: (1) The SCIRA film is now a reality and very praiseworthy. Liberal showings will be the best means of "Getting Your Friends into Snipe." (2) A new, modern-styled brochure has been prepared and is now in the final stages of production. This high quality hand-out will be a big improvement in telling the complete story of Snipe and SCIRA. (3) Final adoption of an official SCIRA emblem makes possible a complete line of supplementary articles such as matches, bottle caps, decals, stickers, playing cards, etc., to use for class advertising and promotion. (4) If every fleet could add a net increase of just 3 new members next year, SCIRA would experience a most satisfying growth. (5) Separated by many miles, the only way the class can hang together is by ample use of the mails, so keep up this correspondence link.

Here are brief highlights and recommendations made for future Board consideration and action:

(1) Secretary-Treasurer Mills gave a brief 10-month financial summary showing general SCIRA receipts a little higher than last year with all bills paid and approximately \$3100.00 cash in bank accounts; in addition, the U. S. Snipe Fund now has a balance of \$9,622.54 with all obligations paid to date. The book BAPS has returned more than enough to wipe out the remaining cost balance of \$1,075.46 on the books, and now it is a free asset. Royalties on fiberglass hulls are about the same as last year. Numbers issued will make it a better than average year; 6 new U. S. fleets have been chartered. Steady growth and improvement are expected with a step-up in advertising and publicity.

(2) Chr. of the Publicity Committee Stan Salzenstein submitted a letter urging all to continue the good public relations program inaugurated this year. An important follow-up is for local fleets to have boats ready and available for demonstration, use, and purchase when called on. Inactive boats could be chartered for that purpose; keep a new boat on hand (purchased by the fleet and financed by the bank) for immediate sale; have a central clearing house in each area to keep boats in active hands.

Ellen Ho ran described the Snipe exhibit at the 7th Armory Show in New York last winter. Quite enthused over reception and success attending last minute efforts, and plans are made for greater participation next year. She encouraged all to take part in local shows as a group.

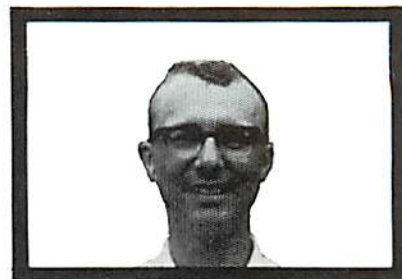
(3) Chr. Bruce Lockwood of the Membership Committee stressed the importance of Fleet Captains in collecting dues promptly and enforcing eligibility rules of SCIRA. This to be followed eventually by direct billing to the delinquent individual from the national office.

(4) Chr. Harry Levinson of the Pan-American Games related recent developments over the selection of the Snipe team. Past plans of the Snipe Class to hold one open qualifying regatta for all interested sailors (including those of other classes) are

(CONTINUED top of Page 6)

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(1966 SCIRA General Meeting - continued from page 5)
now in abeyance, as the USISA has announced that Pan-American trials will be held on Lake Minnetonka in Minneapolis, Minn., in late June or early July of 1967. The question arose as to who would furnish the necessary boats at that spot. Harry suggested that District Regattas be used as trial regattas for those of other classes, thus qualifying those interested in going to Minnesota. No definite solution evolved.

(5) Chr. Bob Schaeffer of the National Regatta Site Committee presented a plan (as proposed by Carl Zimmerman) that the Districts be further combined into 5 areas thusly: (1 + 5) (2) (3) (4) (6 + 7) for the sole purpose of determining regatta sites. Then set up a schedule based on a 5-year rotation so that each area would know in advance that every 5 years it would be responsible for a national regatta. The burden would descend upon all fleets in the district and not on one individual host as has been past custom. This met with favor, and more details were promised to be released shortly.

(6) Buzz Levinson, Chr. of Junior Sailing, stressed desirability of getting as many juniors as possible into Snipes and actually sailing as skippers; especially in larger fleets where there are many available boats, he suggested that non-owner juniors be allowed to participate in a series of special junior races. Also, each district should immediately establish a junior championship regatta with listings in the U. S. section of the Rule Book.

(7) Steve Taylor, Chr. of Rule Book Revision, strongly urged that all fleet officers be elected to a 2-year term to coincide with the 2-year publication dates of the Rule Book. Elect in 1967 to hold office in 1968 and 1969, then the 1968 rule book will contain a complete and up-to-date listing good for 2 years. There were a few minor objections based on the amount of work involved and unavoidable changes in personnel, but otherwise favorable by the great majority.

(8) Rules Committee Chr. Ted Wells:

(a) hazarded an opinion that perhaps time was approaching to consider changing the time-honored Snipe point scoring system to the official Olympic scoring system. Such a study was now in the mill for the future.

(b) Recommended new girth measurement for the head of the jib, effective immediately. (See WW in Sept. BULLETIN).

(Time out for lunch).

OLD BUSINESS

Consideration was given to splitting District I into 2 parts, as thus: New England and Long Island; New Jersey and Chesapeake Bay area. National Secretary Hook stated he would soon appoint a committee to study and make recommendations in an attempt to settle this oft and long discussed question.

Approval was given to Lou Varalyay's time schedule for U. S. Nationals to allow ample and additional travelling time over two weekends.

Commodore Kelly read excerpts of a letter from Raymond Lippert, National Secretary for Belgium, expressing desire to reduce the weight of Snipe as much and as soon as possible in order to preserve the class. After much discussion both pro and con, there was almost unanimous opposition to changing the weight in any amount whatever. The letter was referred to the Rules Committee with eventual consideration slated for the next International SCIRA Meeting at Nassau in 1967.

Harry Goldstein, from Peoria, strongly protested the ruling of the Race Committee that the Wells Series should be sailed in one division instead of in two as done in Peoria. He claimed that 60 boats on one starting line made impossible sailing conditions and was unfair to all involved. He moved that the remaining 6 races be sailed by fleets racing against each other in two divisions. Considering difficulty involved in combining scores with the race already sailed, decision by vote of the Wells sailors was against immediate application, but that in the future, the Wells Series should be sailed in 2 divisions if a large number of boats were involved.

Steve Taylor extended an invitation from District II for the 1967 National Championship Regatta with Ft. Gibson, Oklahoma as a tentative site. This proposal met with approval.

This second and final session adjourned at 3:30 P. M.

Meeting of the Board of Governors

Immediately after, a short meeting was held of the Board of Governors, presided over by Commodore Kelly. Vice - Commodore Bob Schaeffer, Hook, Seavy, Nelms, Lockwood, Betlem, Wells, and Mills were present. Past Commodores Garfield, Norwood, Levinson, and Zimmerman also attended.

The minutes of the last meetings in Peoria were accepted as read.

Secretary Mills read a letter received from the Olympic Committee of Cuba tendering payment of current SCIRA dues and announcing their desire of competing in the Western Hemisphere Championship Regatta in Uruguay. They were considered eligible.

The IYRU submitted a proposal to list important international regattas in an International Fixture List as a service to all classes and National Authorities, thus (1) avoiding a collision of interests and dates (2) bring publicity to listed regattas and thus increase their entries. It was moved by Wells, seconded by Hook, that the World Championship, the European, and the Western Hemisphere Regattas be so listed, with payment of contingent fees authorized. Passed.

It was moved by Hook, seconded by Nelms, that necessary travel expenses be paid to U. S. representatives attending the W. H. Regatta. This money to come out of the U. S. Fund, of course. Passed.

Although no formal ruling was made, it was highly recommended by the Board that all local fleet officers be elected for two-year terms of office.

Moved by Wells, seconded by Mills, that the following be added to the entry qualifications for the Heinzerling Trophy in OPEN TO on Page 153: "Skippers must be a resident of the U. S. for at least one year immediately prior to the regatta." Passed.

Moved by Nelms, seconded by Lockwood, that the new jib girth measurement be adopted as recommended by the Rules Committee. Carried.

Question of reviewing and revising the Constitution and By-Laws resulted in Commodore Kelly appointing such a committee consisting of Vice-Commodore Bob Schaeffer and Carl Zimmerman of the U. S.; Svend Rantil - Sweden; Aarno Walli - Finland; Doug Keary - Canada; Peter Harris - England.

It was decided that, in the future, when over 40 boats were relegated to the Wells Series in the U. S. Nationals, that they would be divided into four fleets to sail 6 races against each other with the top half sailing against the bottom half in the 7th race. The two resulting divisions should sail the same course 5 minutes apart.

It was further suggested that the Wells entries be split into two equal fleets with the top half sailing for the Wells Trophy and the bottom half in another entirely new series. Birney Mills offered to donate a duplicate of the Wells Trophy for such a series, if approved, to be known as the Mills Trophy. This series would be sailed over the Wells course under exactly the same conditions five minutes later. This latter suggestion met with universal approval, but it was deferred for further study.

Carl Zimmerman pointed out the following statistics on attendance at the regatta: District III - 25; I - 22; V - 16; VI - 9; IV - 5; II - 4; VI - 7. His plan based on a 5 year rotation between areas was approved and referred to committee for application.

After a lot of discussion about the Pan-American Games, it was decided the matter should be solved basically at the District level with local sailors of any class eligible to enter to qualify for the final selection at Minneapolis. If desired, the District Governor can specify any sanctioned regatta in his district. Adoption moved by Wells, seconded by Seavy. Passed.

Moved by Nelms, seconded by Lockwood, that the \$25.00 entry fee be divided so the host club should receive \$15.00 and the U. S. Snipe Fund \$10.00. Carried.

Opinion was expressed that the U. S. should extend an invitation for the 1968 Western Hemisphere Championship

(CONTINUED top of next page)

Regatta. While not yet publicized, Buzz Levinson offered Lake Wawassee in Indiana as a possible site with the Indianapolis Fleet as sponsor. If other yacht clubs or fleets are interested in being host for this important international Snipe regatta, they should state their interest or extend an invitation early, so a definite proposal might be made in Uruguay.

Bob Schaeffer announced that no firm bids had been received for the 1967 Nationals, but that District II would undertake the project provided suitable dates could be arranged at Western Hills in Fort Gibson, Okla., site of the 1959 Regatta. This was approved on the above condition, and firm and prompt action was promised in that respect with results to be announced as soon as possible. Adjourned at 5:15 P. M.

Snipe in the Caribbean Games

In the Central American and Caribbean Games held last July, there were 5 countries competing in the Snipe Class. Puerto Rico came out first and second with Barbados third; Jamaica fourth; Cuba fifth; and Mexico sixth. Puerto Rico, the host country, supplied the boats, which were new Schocks with Proctor masts. We had fine weather and everybody was delighted with the racing, which lasted for nine days.

Snipers took a very active part in the organization as well as in the competition. Facilities, race committee, transportation, equipment, and other responsibilities of these Olympic-type games in which 5 classes and 78 boats competed were taken care of surprisingly well by members of our fleet. In addition to the gold and silver medals in Snipes, our Dragon team, comprised of these same Snipers, won the silver medal by beating Jamaica and Venezuela after having practiced on a Dragon for only one and a half months.

Puerto Rico is definitely competing in the yachting events during the Pan-American Games at Winnipeg next year in the Snipe Class. Also, we are definitely planning on entering the Clearwater Midwinters and the World Championship at Nassau next year. —Miguel A, Casellas, Jr. Santurce, Puerto Rico

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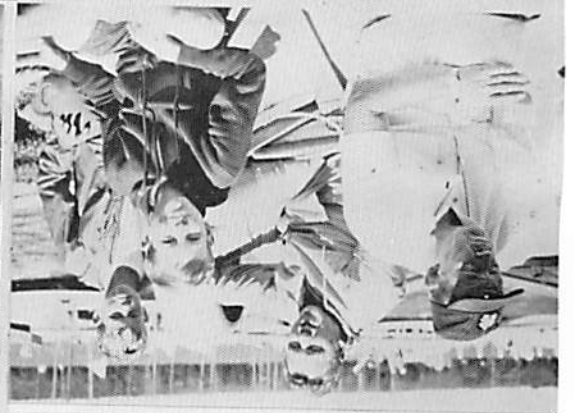
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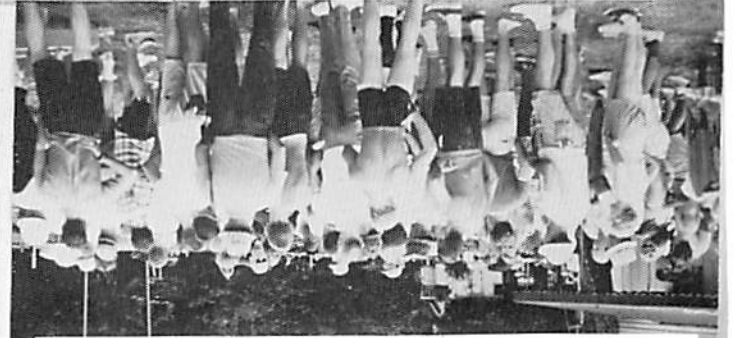
Sailors make like herring as they look for wind



Sailors get all the dope from Steve



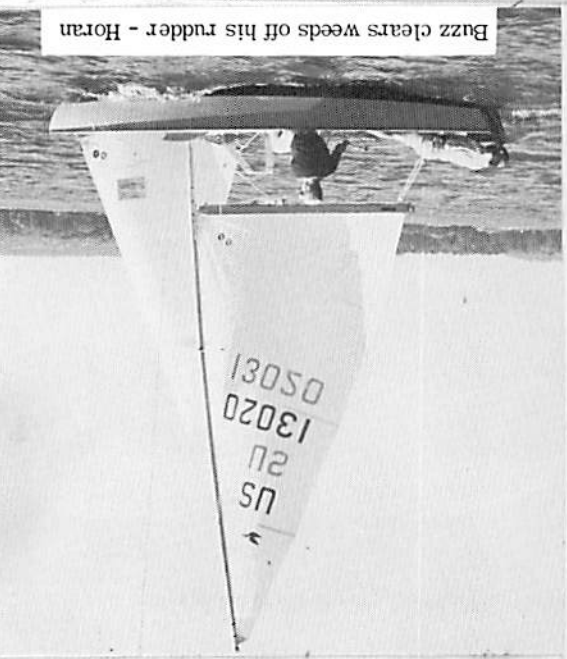
Buzz clears weeds off his rudder - Horan



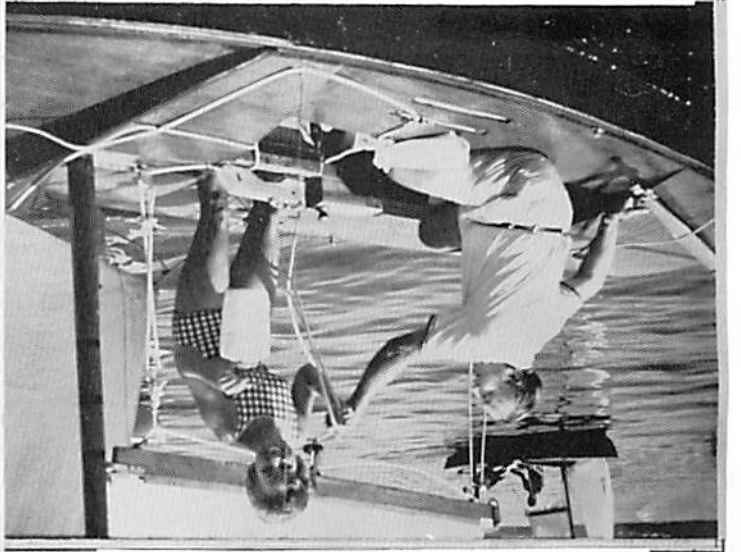
Dr. Sam Norwood graciously helps daughter Beth aboard



Always a cr



Start of a race with fleet split on bo

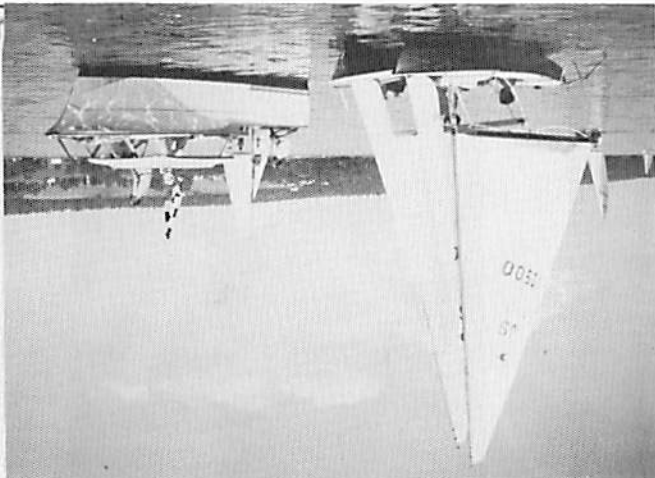
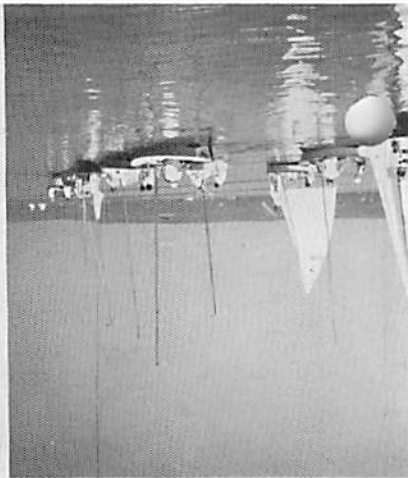


Seavy (foreground) and Elms report to RC - Horan



Pictures from Chautauqua

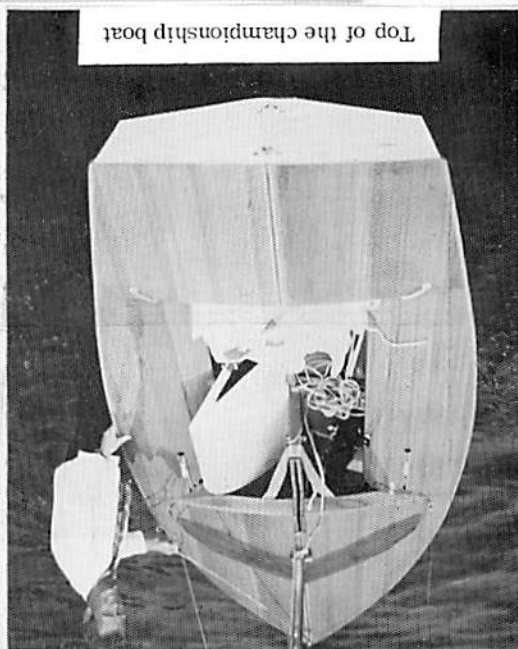




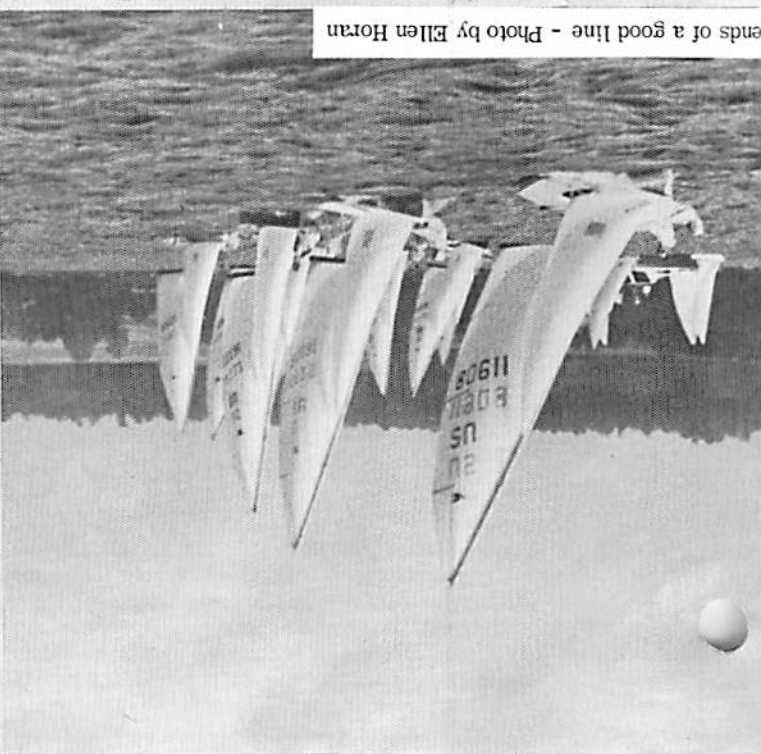
ed on shore - Horan



Top of the championship boat



ends of a good line - Photo by Ellen Horan



Commodore Kelly hauls out his new Lipppincott



Champions put their boat away.



Bud Hook uses paddle while Helen Call raises sail



TIPS on Sail Handling

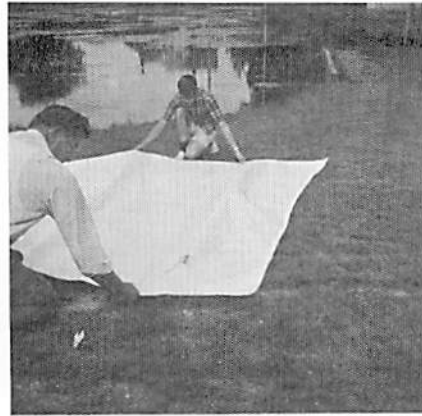
Not too many years ago, a suit of Snipe sails was just a couple of pieces of cloth used to make the boat go; you bought them (at a very reasonable price) if you could afford it, but if not, all one had to do was to buy the proper canvas, cut it to size, and either learn to sew or get the girl friend to do the job. When through sailing, you crumpled them up into a bag, and there they were the next time! It was a case of easy come, easy go!

But not anymore! Better material, better design, better methods, and better understanding of aerodynamics have now made sail cutting and sewing a real professional art — naturally, prices improved along with the product. Now sailors take care of pet sails like they would a new-born baby. Many do not know the proper folding technique, so Hard Sails, Inc., 204 Main St., Islip, New York, very kindly gave permission to reprint their excellent instruction guide. It will make your sails last longer — like keeping shoe-trees in your shoes. Do it right!

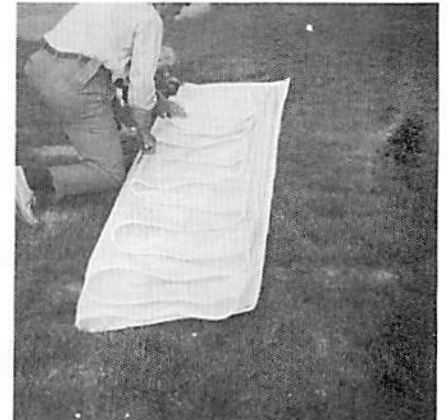
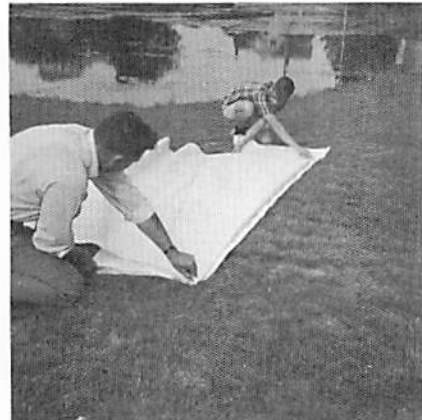
HOW TO FOLD A SAIL



Spread the sail flat with the foot into the wind.



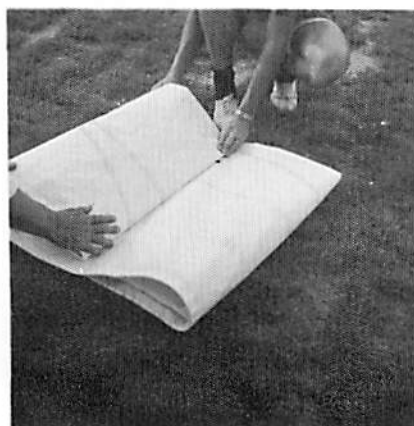
Hold the sail in this manner and begin folding. (If the sail has a window, first fold the foot of the sail over the window.)



Making the width of each fold slightly shorter than the length of the sail bag, continue folding until the entire sail is flaked down.



Fold over the ends.



Without pressing hard, roll or fold the sail into a rectangular shape to fit the bag.



Slide the folded sail into the bag.

O For a Day at the Races!

By Carl D. Zimmerman - Special BULLETIN Reporter

A bright sun; beautiful small white clouds in a blue sky; green trees; the water a beautiful mirror reflecting the beautiful sky and shore; light zephyrs wafting gently through the trees — what could be nicer than to enjoy such a day in a sailboat on the water!

Webster says "Zephyr" means a soft, gentle breeze. That is not, by even a remote stretch of the imagination, the way sailors define a zephyr. It means to them "continuous, desperate effort to find where the gosh-darned wind is coming from, accompanied with continuous strain and body-English." This is combined with frustration and disgust when a lower Class B sailor glides right past you, smiling benignly, and, finally, a day when your crew achieves impossible depths of inefficiency, inability, and general idiocy.

That was the setting last Race Day at the Yacht Club. Most of the boats were out, drifting around, and not expecting a start until at least a breeze came up; so, when the gun went off and the white form went up in an almost dead calm, there resulted some frantic paddling to get to the line on time. In the ensuing race, two of the top boats ran true to form, but the rest of the fleet were topsy-turvy.

After the race, the "topsy" sailors were on Cloud 9, but the "turvy" boys were frustrated, bruised in body and spirit, and fatigued. Remarks that the fatigue was due to prolonged and poorly disguised hand paddling were labelled unnecessary and inappropriate needling and did not help the situation. During the race, there were more than usual acrid verbal battles with crews of the neighborly, usually friendly, Yacht Club when one of their boats caught one of our boats (or vice versa) on a port tack approaching a mark.

Reported physical suffering and other dire results of the race were as follows:

1. Several cases of mal-de-mer (sickness of the sea, or just sick of the sea).
2. Several cases of nightmares the following night.
3. Several suspiciously "dark" eyes.
4. One large and unexplained bump on a skipper's head. (There was a broken whisker pole on the same boat).
5. Four cases of "I'm going home to Mother", countered by four cases of "I'm going home to Father."
6. Ten crews who all said, "I quit! Right now!" (This, however, is only slightly above average and all are expected back next Sunday).
7. This conversation was overheard in a group of young wife crews:
"How did it go with you today, Marian?" (Marian's husband is rated as one of the toughest).
"Why practically perfect. In fact, the only thing that happened was once when he called me a — — idiot."
8. Three skippers decided after an hour or so, that, since it was obvious they could not win, discretion was much the better part of obstinacy and dropped out. A fourth skipper, hard-nosed, slightly misjudged his crew's ability for quick decisive action in a difficult situation and he was left alone in the boat when she dived overboard and swam back to shore.

A brief writeup of the first ones to finish follows:

Larry Dealer - first by a country mile. A veteran of many years of racing and a real square skipper. However, there is a rumor that Larry, very efficient and ingenious, knows where all the lost steel centerboards are located in the lake and he has a secret, powerful, electrically controlled magnet aboard and turns it on whenever he approaches a sunken board.

Herby Young - An easy second. A pleasant, smart young man. Has many diverse activities (sailing, girl friends, entertaining, etc.) Has read Ted Wells' book ten times and every other book on sailing at least once. His boy crew weighs 80 lbs., has an I.Q. over 150, and holds records in whisker pole handling.

John Corly finished third. In B Class last year, but moving up fast. Quiet, smiling and efficient. Was still at the Yacht

Club after the race last Sunday working on his boat after everyone else had left. There is a story that he was picked up there (still working on his boat) by State Police at 7 AM Monday after they had been notified by his family at 2 AM that he had no come home.

Tom Carrick - finished fourth a boat length behind the third boat. A new sailor in lower B Class last year, he is beginning to have some good finishes. Was notified by his "friend" several days after the race that if he did not start talking about something other than "that boat", she was going to "look around."

THE OFFICIAL WEATHER REPORT WAS "PLEASANT, FAIR, AND WARM."

Note: While this story might be classed as fiction, all of the incidents, howbeit slightly exaggerated perhaps, did happen either in the race discussed here, or according to conversations with the sailors (always a reliable source!) in other races at other yacht clubs on other days and including other sailboat classes.

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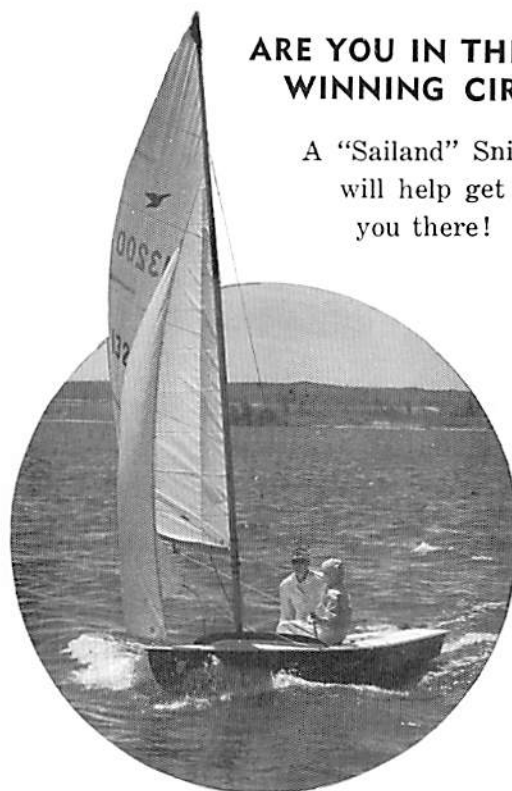
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Canadian Trophy Goes to Sweden



ONTARIO WINNERS - Painting Trophy being admired by Rita Mackenzie; Lars-Erik Nilsson, Swedish winner; Jim Mackenzie of Onondaga - second; Id Crook, Oakville Regatta Chairman; Mrs. Nilsson; and Howie Richards, Oakville - third.

Beatrice and Lars-Erik Nilsson, "just married" champions from Sweden, won the 1966 Ontario Open Snipe Championship at Oakville, Ontario, Canada, on Lake Ontario, with three 1sts in a 2-day regatta on August 20th and 21st.

The races were sailed in fine weather with steady easterlies of 10-15 knots and light chop on Saturday with the same easterly increasing to 15-20 knots with 3-4 ft. waves for the Sunday race. Sunny skies, but cold spray.

40 measured Snipes took part and sailed an Olympic course of triangle, windward, leeward, windward legs. 22 of the boats were visitors from clubs outside of Oakville.

Second place went to Mr. and Mrs. James Mackenzie of Onondaga YC of Syracuse, N. Y. with two 3rds and a 4th. Howard Richards of Oakville, 1965 Canadian Champ, was third with two 4ths and a 3rd.

Also racing and providing tough competition, Les Larson, past U. S. Champion from Chautauqua, N. Y., and Canada's 1966 National Champion, Ted Hains of Oakville SC.

An "International" dinner and dance party provided gaiety for Saturday night.

Oakville Mayor MacClean Anderson was guest of honour at the banquet and also officiated at the presentation of trophies.

- Hedley Cross.

District Junior Regatta Big Success

The Juniors of Fleet 131 were host to the District III Junior Snipe Championship sailed August 20-21 at Peoria, Illinois. District III is the only district to have a special junior regatta and Peoria was glad to hold it. The juniors worked many long hours on the event, and it was well worth it. The turnout was so great it exceeded even the Junior Nationals. 29 boats from all over the District arrived, five of which had sailed in the Nationals three weeks before.

The first 3 races were sailed back-to-back Saturday P. M. The wind, from the west, called for a short beating leg. The races were over in time to enjoy a dinner party hosted by Lee Birks.

Sunday A. M., the wind picked up from the NNE. The water was choppy and greatly enjoyed by the heavy weather sailors. The 1st race Saturday was won by Frank Levinson, a 12-year old from Indianapolis. Rachel Turner of Gull Lake, Mich., and John Johns, Ann Arbor, Mich., won the 2nd and 3rd events. But when Johns won the Sunday race, his 4-3-1-1 gave him the title. Rachel, the top girl sailor, came in 2nd with 2-1-3-3 and Levinson 3rd with 1-5-2-5.

Mark Hesselschwerdt, 1966 Junior National Champion, brought in a 4th. He had one DNF but was able to throw it out. Rod Goldstein, 5th, was the top Peoria skipper.

The Peoria Juniors were thrilled to host the regatta this year and hope as many will attend next year. - Peg Flora.

Is Your Jib Stay Chainplate Fastened to Your Stem?

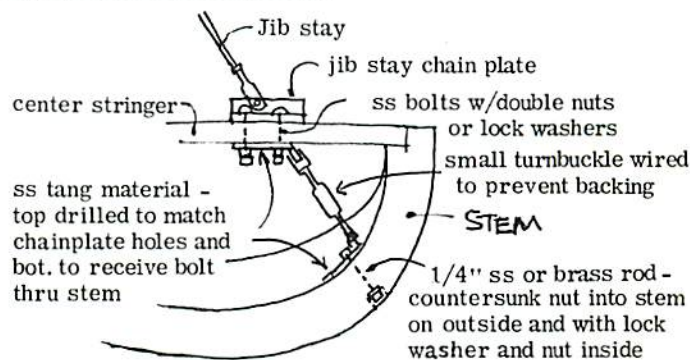
IF NOT, THIS COULD BE SERIOUS!

By Roy Deng of Hinsdale, Illinois

With the help of a kit and Gilreath's BUILDING A PLYWOOD SNIPE, I enjoyed many happy hours last year during the sailing season. However, I discovered one thing which I would like to pass along to other amateur builders.

We sailed in some pretty heavy weather last summer. Upon examining my boat after one race, I found that the deck joint behind the jib stay chainplate had opened. The pull up on the stay had bowed the central stringer up without anything failing. The only answer to this and the possibility of ripping the stringer, deck, et. al up, is to make a positive connection between the chain plate and the stem. I did it this winter.

A new builder would be faced with the same thing. He must, if he uses a chain plate, connect it after the deck is in place. My system is sketched here:

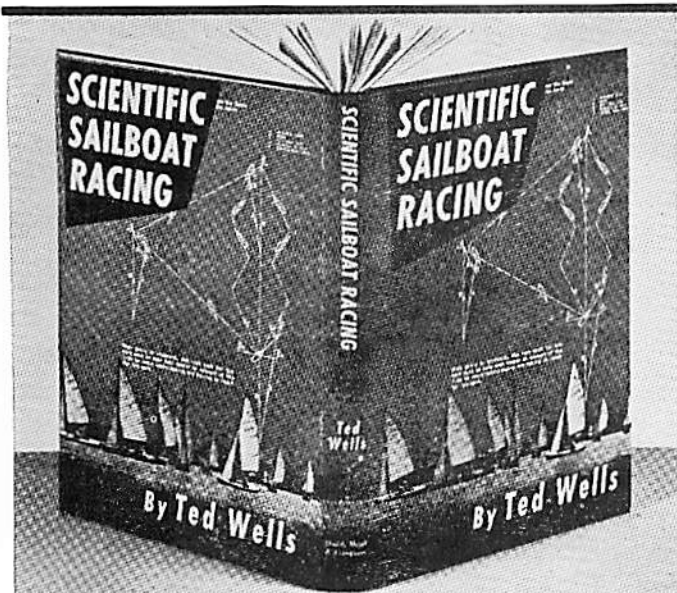


This solution is probably not original, but if it is not mentioned in the book, I feel, from my experience, that it should be.

Snipe in Colombia, S.A.



Colombia joined the international Snipe family when the Bahia Gaira Fleet was granted Charter 624. Daniel Moreno Grob, the National Secretary for Colombia, sent the above photo of his Snipe sailing in the Bay of Gaira. He says, "As you know, the Snipe when not racing is a superb day sailer. I am at the tiller and my son Daniel, 15, is sitting against the mast. We expect to see Snipe sailing take on fast here, now that we are finally organized and started."



First appearing in 1950, this fine sailing book has become the "Sniper's Bible" and has proven so popular throughout the world it was revised and enlarged for a third printing. Not only does it tell how to rig your boat, but how to sail it — and win — as well.

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CONCLUSIONS - Some Valid and Some Dubious

(See WW for September)

The Muncie, Indiana, regatta which Buzz Levinson talked me into coming to in order to sail the fiberglass duplicate of his Lippincott (the bait being that Buzz would crew for me) furnished ideal weather for what I wanted to accomplish. This was to try the boat in light winds against wood boats and skippers known to be good. Or rather, it did for the two Saturday races. On Sunday there were occasional 2 mph puffs lasting one minute at most and covering an area no larger than 100 feet in diameter. No race.

From a scientific standpoint steady winds would have been more desirable, but so would the Steven's Institute towing tank and a hundred thousand dollar research program. The wind was from 5 - 10 mph with occasional very polite puffs of about 15 (no double whammy Kansas types). The wind shifted considerably as is normal on a small lake (actually the lake was bigger than about half of those on which we have regattas out here). With these not too well controlled conditions, and from a viewpoint that may not be entirely without prejudice since we won the regatta, I present these conclusions.

1. Buzz Levinson is probably the best crew in the Snipe class today, at least for the conditions under which we sailed. His ability to detect far-away puffs and predict where they are going and what they will do is phenomenal.

2. The sails which I used in the Fort Worth, Quivera, and Wichita blow-downs also work in light winds, at least with Buzz Levinson on board. I tried out his sails which he used at Chautauqua before the races and decided they were identical to the sails I had been afraid to use in light winds, so decided to shoot the works and try them. Their appearance still scared me, but you can't criticize success.

3. This hull will go to windward as well as a wood boat. In the first race, boats starting closer to the leeward end of the line than we did got a nice header and a pickup in wind at the same time so there were several boats ahead of us at the first mark, including Harry Levinson and Lars-Eric Nilsson, both in wood boats. We sailed an X course and on the second of four beats, we caught Nilsson and we had Harry looking over his shoulder as we beat for the finish line with Harry in first, us in second, and Nilsson barely beating Hancock in another fiberglass hull like ours.

4. This hull will go fast on reaches. We were going as fast as Harry on the reaches in the first race, and pulled away slightly from Nilsson. The only boat we actually passed on a reach was another fiberglass boat in the second race, but, after all, the first reach was very short, and after the second beat, only Harry was ahead of us in the first race and nobody was ahead of us in the second race.

5. The results would have been more conclusive if Harry hadn't had a bad start in the second race, and if Howie Richards hadn't been buried in both races. He had his old favorite wood boat in which he normally does very well in light winds, but he couldn't seem to get going. A third race would have been very desirable. In any case, the finish of the second race was pretty impressive - the first four places were fiberglass duplicates of Buzz's hull - with Harry Levinson, Nilsson, and Howie Richards fighting for what was left. In the final standings, Hancock with a fiberglass hull was second, Harry Levinson third, and Lars-Eric Nilsson was fourth.

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FOR SALE: SNIPE 5454. Ulmer dacrons; Mariner cam cleats for main and jib; leaf spring Teenee trailer. \$550.00. May accept Exakta lens or accessories as part payment. John Reidel, 117 Mavern Ave., Hamilton, OH 45013. Phone: 892-1611.

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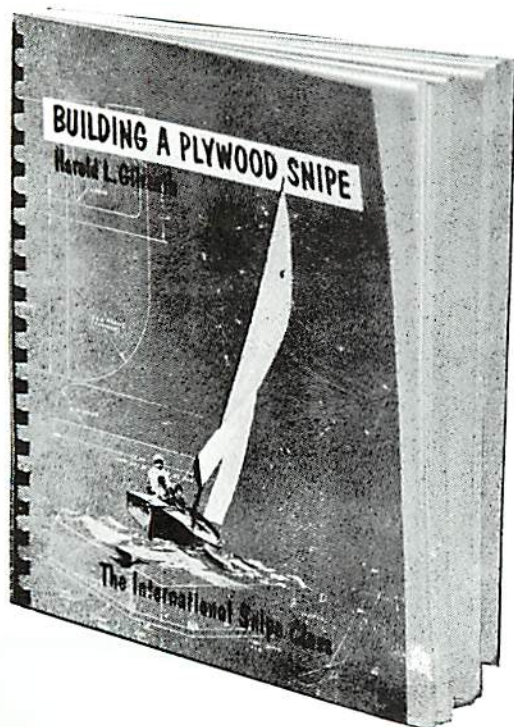
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Many thanks to the hundreds of Snipe skippers who proved again in 1966 that North Sails have what it takes to win. As we have said before, "Most winners have one thing in common...North Sails."

Sincerely,

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