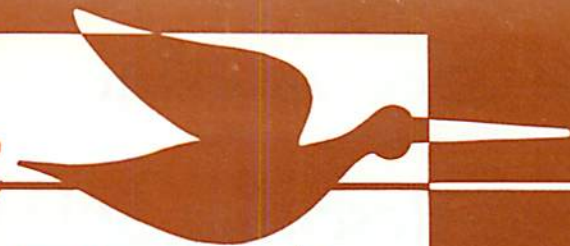


Snipe

BULLETIN



OCTOBER 1968

Vol. XVIII No. 4

Romania New Member of SCIRA

1968 SCIRA/USA Meetings

Colonial Regatta at Annapolis

Lofland Scores Another First

Self-Rescuing Snipes

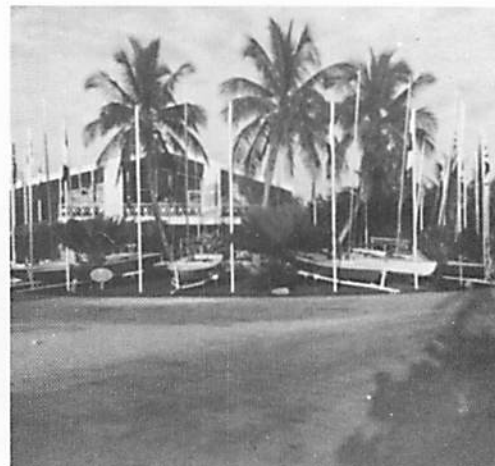


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Voice Of The People

WANTS IDEAS FOR COURSE MARKS

"Our fleet certainly would like information on what other fleets use as marks on the course. We have been using large red plastic balloons with weights which we find reasonably satisfactory, but there must be something better. We would like good ideas from other fleets, and perhaps you might include such suggestions (or detailed plans and instructions) in the BULLETIN if any good ones come in." (Be happy to! - Ed.)

— Richard Duxbury
Lincoln, NB

GADGETS NO PARTICULAR HELP

"In regard to the recent letter of B. N. Trombley, Aug. 1968 BULLETIN. I feel I have to make this reply:

I, too, have had Snipes - first 7333 and later, 16289 - to which I have added every new gadget at considerable expense in order to stay competitive. Today, I still have one of the slowest boats on the lake. Believe me, getting beat by all those obsolete boats is no fun! However, I find that the class does have great stability in spite of this. We hardly ever have to hike out. But I have found the solution Mr. Trombley is looking for—Let's trade LAKES!!"

— Richard L. Hart
Lake Merced
San Francisco, CA

LIKED THE JUNE BULLETIN COVER

"I must have some additional copies of the June BULLETIN showing the wedding on the cover, for the groom is my son and I want to pass them around to relatives. Incidentally, he is now with the 3rd Marine Division in Vietnam and wishes fervently that he was back home racing Snipes.

It is true that they showed deteriorating sailing abilities during the summer of the courtship. Since, in our fleet, the number of each boat is used to determine fleet standing no matter who the skipper may be, you can see why my boat went completely to pot as far as point scores were concerned."

— Burnham Yates, Lincoln, NB

FLASH.....FLASH.....FLASH.....

HUGGINS IS BACK! Same boat (Shady Too); same old championship sails (no brands mentioned); same skipper (Bob); same results (1-1-1-1-1).

WALTER COLLIER Regatta, National Yacht Club, Washington, DC, Sept. 7-8 — 22 boats:

BOAT	SKIPPER		FLEET RACES	1	2	3	Final
3518	Bob Huggins	San Francisco, CA	1	1	1	1	1
11983	Pete Gottschalk	Pine Beach, NJ	4	5	3	2	2
16765	Bruce MacDonald	Potomac River, DC	3	7	8	3	3
16691	Bob Mills	Potomac River, DC	7	8	5	4	4

PRESIDENT'S CUP Regatta, Potomac River SA, DC Sept 14-15 with 16 boats:

3518	Bob Huggins	San Francisco, CA	1	1	1	1
15510	Bill Schwarz	San Francisco, CA	6	2	2	2
16765	Bruce MacDonald	Potomac River, DC	3	3	4	3
11983	Pete Gottschalk	Pine Beach, NJ	4	4	3	4

Bob's after-the-race comment: "You folks are awfully hospitable!"

When asked to comment on his boat, Bob, with typical tongue in cheek, allowed:

"Old boats are better than new boats; old sails are better than new sails; wooden masts are better than metal masts; steel boards are better than aluminum boards; wooden boats are faster than fiberglass boats; and blue boats are faster than any other color." (He had no remarks about old skippers.)

As the proud pappy of the 3rd place runner-up in each regatta, the FC confesses that he could not have done as well as his 16-year old son who was the only junior to receive a trophy in a senior class in the President's Cup Regatta."

— M. J. MacDonald, FC
Potomac River Fleet 60.

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2nd
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1968

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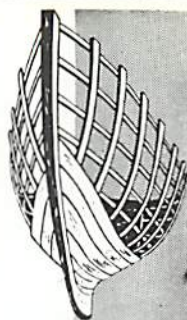
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SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association, Inc.

655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on the 10th of the month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify Snipe BULLETIN of change of address, giving both old and new addresses complete with zip code. Allow at least one month.

The Cover

This fine picture, taken at the recent Ohio Championship Regatta at Hueston Woods and furnished by Bruce Peters, can be interpreted in many ways. It could be they are waiting for the wind to come up; the usual break at the noon hour between races; or the final end of the regatta before the pull-out to head for home. At any rate, now that brown October is here, we prefer to look at it as the Grand Finale, marking the end of another summer season of lively racing, friendship and fun. Again, "Now the melancholy days have come!"

THE SCORE

Numbered SNIPEs — 17999

Chartered Fleets — 661

Last month it was pointed out that, for the first time in years, the U. S. was the only country participating in the numbers game. Now it must be retracted, for it seems that the last card (17938-17947) was not completely filled out - the name FRANCE was omitted. So the U. S. really got only 46 of them and France the other 10. So much for the record!

During the last month of our fiscal year ending Sept. 30th, 52 numbers were issued for new Snipes. And this time it was just the reverse, for the U. S. got only 1 of them (17999 went to Ralph Swanson) for an almost complete shut-out. Turkey took 12, Chile 14 (that's right!), Italy 20, and Romania 5.

That brings our total up to 620 for the year, which is 142 less than 1967, but exactly equal to 1966. It is 137 over the 36 yearly average of 483, and that raises the figure now to 486, an increase of 3. It also means 1.36 Snipe every day for 37 years, which we think is SOME record!

Odd is the distribution of the 620 Snipes - they were exactly divided between the U. S. and the rest of the world with 310 on each side. In order was Spain with 110 (fine!); Italy 40; France and Finland 25 each; Norway and Chile 17 each; Denmark 15, Portugal 9; Colombia 8; Canada, England, and Romania 5 each; Bahamas and Paraguay 1 each. Notably missing was Argentina, Brasil, Japan, and Sweden, but they probably will come in strong this next year. No one can deny that Snipe is popular all over the world. Just look at the record.

2 new fleets were issued during the final period, and one of them really marks a SCIRA milestone!

The Finger Lakes of New York State is one of the most beautiful and famous sailing areas in eastern U. S. In early years, many Snipe abounded there and New York State was the stronghold of the class. The tides have come and gone over the years. Last winter, 5 Snipers at the Mid-Lakes Country Club in Borodino (Skaneateles Lake) requested information concerning revival of Snipe sailing there. They got their boats in good standing and Charter 660 was granted to the Skaneateles

Fleet. Samuel M. Garber, 325 Westvale Rd., Syracuse, NY 13219 is the first FC with N. R. Garofano the measurer. FC Garber thinks the location plus the great interest in sailing here will lead to a fleet with real growth potential. We all hope so!

But the big news is that, for the first time, another country-Romania - has officially affiliated with the International Snipe Class. When SCIRA meetings were held in Bendor, France, in 1963, and in Las Palmas, Grand Canary Islands, Spain, in 1965, Aleksander Lukez of Yugoslavia, now General Secretary for Eastern Europe, asserted that prospects for establishing fleets in his area were very encouraging and predicted that results would soon show up. His enthusiasm was well-based, for early in August, a formal application for SCIRA membership was received from the Rowing Yachting Roumanian Federation. They start with 5 boats, and a charter was issued to the Snagov Fleet 661 to the Association "Electrica" in Bucuresti. They expect - ed to make their first appearance in Snipe competition at the 10th European Championship Regatta in Izmir, Turkey, Sept. 17-25, where they would be welcomed with open arms by other enthusiastic European Snipers.

So now the Snipe family of nations has 30 members. The officers and members of SCIRA all extend to our new member their congratulations and best wishes for many happy hours of racing and sailing with us. Wonder who will be the next in line!

Incidentally, all correspondence to Romania should be directed to the first Fleet Captain, Mr. Valentin Zaganescu, Asociatia Electrica, Bdul 1 Mai 41-43, Sectoral 8, Bucuresti.

THE COMMODORE SAYS

Here is a copy of a letter written September 15, 1968 and sent to the International Yacht Racing Union of London, England:

Gentlemen:

The Snipe Class International Racing Association (SCIRA) is mindful of its place in yachting and grateful for the recognition and supervision given it by the International Yacht Racing Union.

The Snipe Class does not contemplate sponsoring or endorsing any other boat for any reason. SCIRA has not now authorized any outside development in the name of the class and has not delegated authority to anyone not a current member of its Board of Governors.

We will continue to enjoy and improve the boat we have now, for ourselves, and for the good of the sport.

Very truly yours,

Robert C. Schaeffer, MD.

Some Miscellaneous Items

CHANGE OF ADDRESS

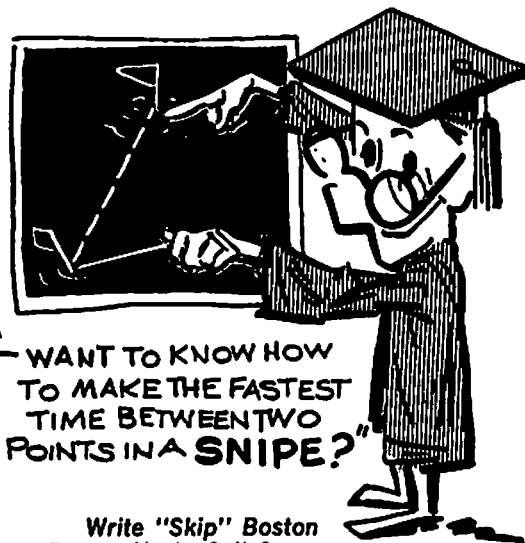
You can disregard the change of address for Svend Rantil, General Secretary for Europe, printed in the July BULLETIN. Here is the newest and latest one furnished by him, which he requests to be used: P. O. B. 70, S-370 21 Torskors, Sweden.

JUNIOR MEMBERSHIP

At the Nassau SCIRA meeting last November, the Board created a new class of membership in SCIRA: Junior member - receive the BULLETIN; participate in all Junior Regattas without ownership requirement; not eligible to vote or hold office. Dues \$3.00. Application for these memberships will be through the Executive Secretary. This should have been included under Types of Membership on Page 146 of the 1968-69 Rule Book.

OLYMPIC CLASSES

Al Mastics, CPD Boat Editor, comments on new sailing classes in the Olympics: "There is considerable agitation to replace the Star with the British Tempest as the 2-man keel boat; the Dragon and the 5.5 with the Soling as the 3-man keel boat; the Dutchman with the 505 dinghy; and adding a multi-hull class."



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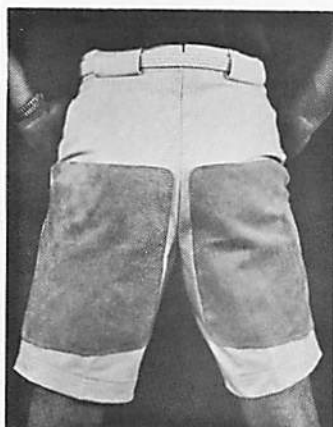
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1968 SCIRA/USA General Meeting

A general SCIRA meeting was held Sunday, August 11, at 9:30 AM at the Alamitos Bay YC, Long Beach, California.

Commodore Schaeffer presided. Board members present: Louis Nelms, William Kilpatrick, Ralph Swanson, Ted Wells, and Birney Mills. Past Commodores Eddie Williams, Buzz Levinson, and Bud Hook with Arch Hgman, official SCIRA representative for the U.S. Nationals were in attendance.

Dr. Schaeffer expressed his pleasure at the large turnout (about 140) and stressed that the purpose of the meeting was to hear from the rank-and-file SCIRA member.

The minutes of the last meeting at Ft. Gibson in 1967 were dispensed with.

Secretary-Treasurer Mills gave a brief combined report. He read the complete financial report for the last fiscal year 1966-1967 ending October 1st, showing total receipts of \$29,883.00 with disbursements of \$26,272.34; total receipts from countries other than the U.S. increased from \$2,612.99 to \$4,556.38; all bills paid and \$3,611.55 cash in bank.

A supplementary 10-month showing up to August 1968 showed general SCIRA receipts of \$26,296.38, but with expenses running somewhat higher due to purchase of 20,000 new SCIRA brochures for \$1352.00; 2500 rule books at \$2465.00; new IBM executive typewriter and marginator for Bulletin production \$969.51. Royalties on fiberglass hulls were \$5298.00 (10 months) compared with \$5975.00 (12 months). He predicted there would be a satisfactory cash balance at the end of the year.

The SCIRA/USA Fund now has \$13,851.40 in checking and savings accounts with small bills to be paid. This is an increase of \$3310.89 over last year. The Snipe films which cost SCIRA/USA \$2600.00 have brought in \$980.00 in rental fees to date. This expense can be charged up to a publicity and advertising program.

762 numbers were issued for new Snipes in 1966-67 period, or 2.09 hulls a day for 12 months. This, coming at a time when the future of Snipe has been seriously questioned and discussed with strong opinions in our class organization, is a most significant signpost to our future prospects. We should never overlook the fact that Snipe has grown steadily in the last 6 years with 1962 showing 755 boats; 1965-727; and 1967-762 as compared with a 36-year average of 483.

14 new fleets were established with 5 in the U.S. and much groundwork has been laid for development in other countries not now officially organized.

The desirability and advantages of a good class paper like the BULLETIN is well recognized. A recent problem has been that (with more advertising) there is less space for boat articles, making less interesting reading for the average Snipe. Whenever persistent advertising gets over 50% (68% in May), it indicates that the rates should be increased or certain advertising should be reduced or eliminated entirely. However, that drastic action would be contingent on the receipt of quality or specialized sailing literature, which is hard to come by. Well written reports on regattas or other subjects are a rarity—many just send in various newspaper clippings which have to be read, digested, and cut down to size by the editor. A committee has already started a study of all features of the BULLETIN.

The new SCIRA folder is finally being circularized and is a great improvement over the more simple one used for over 30 years. This is a 4-color job; quite expensive. It is a combination of ideas on makeup and text from Jim Rogers, PR man of Hook Drug Co., the Bahamas News Bureau (Basil Kelly); and the Executive Secretary, who made the final format. Thanks should be extended to these gentlemen. It cost 12¢ apiece, so it can not be handed out indiscriminately at boat shows. The folder at 3½¢ each can still be used to advantage in certain cases.

All-in-all, SCIRA is in good shape. Reports were accepted. COMMITTEE REPORTS

Stu Griffing, District 3 Governor, reported increased interest and activity with 16 regattas, of which 14 were sanctioned, and 3 held in locations never previously hosting a SCIRA event. 2 new fleets, and 1 reactivated during the year. Slides

(Continued top of Page 8)

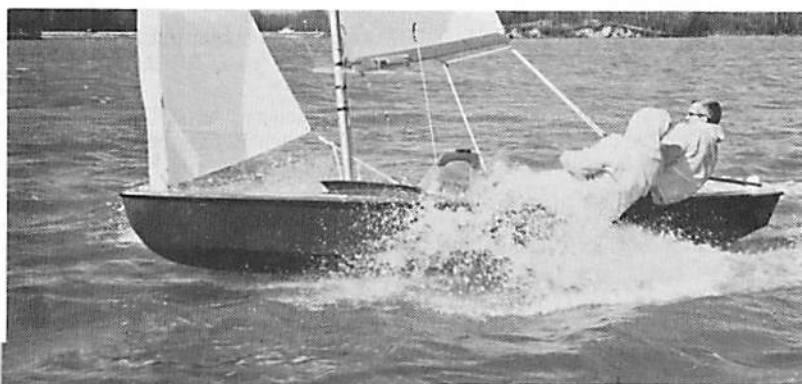
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WESTERN HEMISPHERE SNIPE

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



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(SCIRA/USA GENERAL MEETING continued from Page 6)

and movies being developed for future publicity purposes.

Arch Higman, District 6 Governor, reported steady growth with 8 active fleets and many interclub regattas in Southern CA.

John Jenks, Chr. of the SCIRA brochure committee, explained that the text and pictures of the new folder can be changed at every printing so that it can be kept up-to-date; however, the general format and colors will prevail through 20,000 copies. The committee will always welcome suggestions for corrections and improvements.

Jim Richter, Chr. of the BULLETIN Committee, submitted an excellent detailed report of a study and diagnosis of the BULLETIN. (will be printed in an early issue).

Brad McFadden (in absentia) gave a detailed report of the plans and final arrangements made for the Western Hemisphere Races in October with the U.S. as host. Should be the biggest and best regatta ever.

Buzz Levinson reviewed the rules for conducting District 3 Junior Championship Regattas and suggested some such set-up might be adopted by SCIRA. (Will be printed in Bulletin soon)

Steve Taylor, Chr. of Rule Book Committee, reported the new 2-year rule book has been distributed with less (he hoped) than average errors in it. The new measurement section has been expanded from 3 to 12 pages. This need not always be a part of the book, as it can be reprinted separately as a 4-page supplement sheet of instructions for measurers and distributed only to those doing the job. It was badly needed by the class, and official thanks go to Herb Shear, who had the idea, and Richard Grob, who drew the diagrams. Not too early to invite suggestions for the new rule book to be printed late in 1969.

RULES COMMITTEE

Ted Wells, Chairman, made these comments:
SPINNAKERS - Very few reports have come in and possibilities are no one will make a serious effort to promote them, at least in the United States.

SELF-RESCUING

This is an erroneous phrase which should not be used, as no hull will automatically spring back up after a capsize. Prompt and correct action by the skipper and crew is necessary to get the boat ready to sail away again; otherwise, the hull will stay afloat, but submerged, and perhaps, upside down.

HULL CHANGES

If cockpit is completely sealed, top of centerboard trunk could be cut down; also, length of cockpit could be extended to front of trunk.

METAL MASTS

Policy has always been to examine different models and approve satisfactory extrusions when submitted from time to time. Recently, a De Havilland spare mast from Flying Dutchman samples with double wall thickness but a little less in lateral dimensions was given tentative approval. It will be investigated further. Since spruce is harder to get all the time, aluminum masts are necessary and more sections can be expected - both better and cheaper than now available. No fiberglass masts have been developed or submitted to Snipe yet.

GENERAL DISCUSSION.

Ted Featherstone of Santa Monica, CA opined that an official drawing should be made for masts - that the present specifications are not definite, but only there for advisement. Manufacturers should be allowed to make their own extrusions according to their machinery and methods with a free hand by following a definite and specific drawing.

Jack Steele of Culver City, CA stated that study of the Snipe measurements made at the Nationals at Alamitos Bay show that fiberglass hulls are being built to tolerances in most cases by those who think they can produce faster performing and better hulls. This, of course, is dangerous, since the hulls might get out of shape and then not measure in. But since this is so, and being done in practice, the sentence referring to dimensions and tolerances in Paragraph 8 is meaningless, out-of-date, and should be dropped.

Lou Varalayay proposed three things:

(1) Specify that any mast weigh X number of pounds, thus

giving manufacturers lots of leeway in making their own extrusions without having to make a special one for Snipe.

(2) Mast bands - eliminate the word "painted", as there are now other modern means of marking a mast besides paint.

(3) Changes in top of trunk, lengthening of cockpit, shortening foredeck, can be done on any existing boat. Thinks it would be an improvement in looks, handling, etc.

Louis Nelms praised works of the Rules Committee, and his remarks met with general approval and applause.

ADJOURNED AT 11:45 AM.

Meeting of Board of Governors

SCIRA BOARD OF GOVERNORS MEETING, Alamitos Bay, California - Aug. 13, 14, 15, 1968. Three sessions starting at 9:00 AM and ending at 10:30 AM.

Present: Presiding, Commodore Bob Schaeffer, Louis Nelms, Ralph Swanson, William Kilpatrick, and Birney Mills. Past Commodores Levinson and Hook at all 3 sessions - Wells absent. Arch Higman, Steve Taylor, and John Jenks were also invited to attend certain sessions.

A letter from Bernardo Mendes de Almeida, Count of Caria, of Lisbon, Portugal conveying " my warmest thanks for the great honour they conferred upon me when they agreed to elect me as an Honorary Vice-Commodore of the Class" was read and heard with pleasure by members of the Board.

SNIPES AND OLYMPICS:

Considering that NAYRU has definitely announced a policy toward selection of Olympic Classes, it was felt no positive action for Snipe would come from that source, and that Snipe was placing too much importance on the whole situation. Discussion of SCIRA sponsoring an entirely new boat as designed for the Olympics and built in England revealed no enthusiasm for either the idea or the project. It was moved by Kilpatrick, seconded by Swanson, that the Commodore dispatch a letter to IYRU stressing that this boat was not a child of SCIRA, and that the future of Snipe lay only with the duly elected SCIRA authorities. Motion carried.

A letter from Dick Tillman suggested dissolving the Olympic Committee. Kilpatrick thought perhaps all classes not in the Olympics might get together in a big international regatta of their own at stated intervals. Both ideas were tabled.

SELF-RESCUING:

The principle adopted at Nassau was well-advised and desirable, but the phrase itself led to a misconception of safety, and definite legal aspects were involved. Moved by Nelms that the self-rescuing feature of Snipe hulls should not be mandatory until January 1969, a postponement of a year as suggested by the Race Committee. Since the RC has not made any specific recommendations for Board consideration, the following 3 conditions were established: (1) a good definition of desirable features; (2) the term "self-rescuing" at present means only floating requirements. Another phrase or word should be used, or requirements broadened; (3) definite mechanical ways should be investigated and established, proposed by the Rules Committee, adopted by the Board of Governors. Seconded by Swanson. Carried.

METAL MASTS:

Minimum specifications for metal masts should be pinned down, thus allowing some flexibility in future metal masts in the acceptance of various extrusions which indicate progress and improvement in manufacturing, etc., such as the controversial De Havilland mast. Moved by Kilpatrick, seconded by Nelms that this be done to include present MDS mast specs and also allow for future improvement and designs so the builders would have a definite base from which to work. Carried.

JUNIOR MEMBERSHIP:

The new class for Juniors was critically discussed. All entries in the U.S. Junior National Championship Series must meet the Duffy Gift of Deed terms as printed in the 1968 Rule Book. Since there is some conflict and overlapping in applying

(Continued top of Page 10)

Scenes from the 1968 Nationals



STILL CHAMPS - Mike Shear (crew) and Earl Elms.



THE ALAMITOS BAY Yacht Club



LINED UP for the launching crane



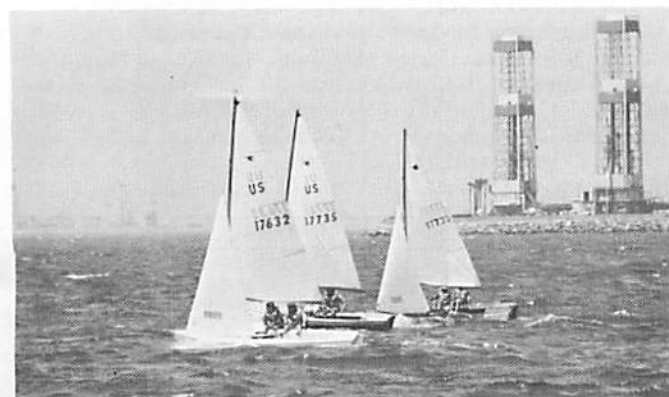
A POPULAR SPOT for breakfast every morning.



LOU VARALYAY prepares to board to start the Wells Series.



HUNDREDS OF BOATS on right hand side of channel.



ON THE WAY TO THE START past the off-shore oil "islands".



THOUSANDS OF BOATS on the left side - claimed to be the largest marina in the world! Sure looks like it, anyway!

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(MEETING OF BOARD OF GOVERNORS from Page 8)

this membership at present, Commodore Schaeffer appointed Kilpatrick, Levinson, Mills, and Schaeffer (ex officio) as a committee to revise the junior definition and clarify the entire situation. Kilpatrick moved that the age limit of Juniors in the U.S. be raised to 19 instead of the present 18. Seconded by Swanson. Carried unanimously.

FILM:

Making of a new class film was discussed and, with money available for a limited and sensible program, Hook, Levinson, and Mills were appointed to investigate the possibilities and make recommendations. Suggested that the present SCIRA film rental fee be raised from \$10.00 to \$15.00.

APPROVED:

Purchase of remaining stock of the Basic Snipe Sailing Manual by Dr. Samuel J. Chapin for distribution to beginning sailors. Moved by Mills, seconded by Schaeffer. Carried.

Lots of the new SCIRA brochure to be used for publicity purposes to be sold at half the cost price.

That the monetary loss of an anchor and line borrowed by the Race Committee and accidentally lost during the regatta, be assumed by the USA Snipe Fund.

MISCELLANEOUS:

Hook was appointed chairman of the 1968 nominating committee. He will choose members shortly.

Opinion was against allowing any builder to cut down height of the trunk or change specifications of the cockpit. The Board was cognizant of the fact that changes in hull and rigging are on a 2-year tenure, except in extraordinary and emergency cases.

Favored dropping the 2nd sentence 2nd paragraph in Para. 8 of the MDS starting, "Dimensions shown on this sheet are..." Deemed unnecessary and contrary to present building practices.

ADJOURNED FINALLY AT 10:45 AM Aug. 14, 1968.

Rocky Mtn. Regatta the Biggest Ever

The Rocky Mountain Snipe Championship was held on Shadow Mountain Lake, Grand Lake, Colorado on August 3 and 4. Sponsored by Snipe Fleet #220 of the Rocky Mountain Sailing Association of Denver, three races were held on Saturday and Sunday.

Boats from Colorado, Kansas, Nebraska, Indiana, and Massachusetts competed for the Kueck Memorial Trophy. John Swanson, with his sister as crew, finished with a 1-8-1 for a clear-cut victory. The Swanson's were joined by John Call from Indiana to finish second for the out-of-staters, third and fourth were taken by local members Frank Clements and Bill Scofield.

RMSA was host to a campground get-together with various forms of liquid refreshment Friday evening, by which time most contestants had pulled in from Denver.

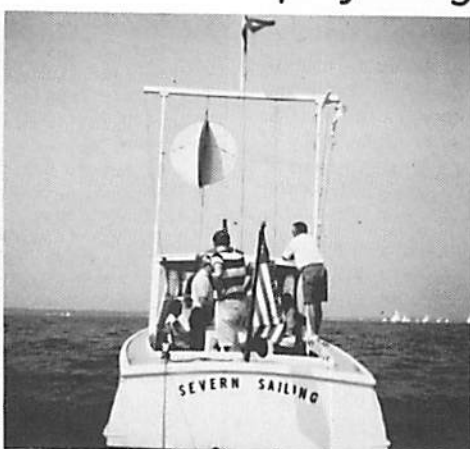
Brisk and highly variable winds (10-20 knots) provided good sailing under clear to partly cloudy skies for the two Saturday afternoon races. Light rain fell during part of the second race, but temperatures in the 70s made for pleasant sailing. Saturday night banquet was held in the Grand Lake Lodge, high on the mountain at the entrance to Rocky Mountain National Park overlooking the lake.

The third race Sunday morning saw a very tight finish with Swanson, Clements, Jones, Scofield, and Call fighting it out.

This turnout of 42 Snipes was the largest in the history of the event, topping the 1967 showing of 40. We extend an invitation to all Snipers to the 1969 Regatta, the highest Snipe Regatta in the World at 8,637 feet elevation on the Western Slope of the Continental Divide. — Martin Emeson, FC 210

BOAT	Skipper	Club	RACES	1	2	3 Pts.	Fin.
16616	Swanson	Massachusetts	1	8	1	14	1
17422	Call	Indiana	13	1	6	30.7	2
16238	Clements	Colorado	7	10	2	32	3
12348	Scofield	Colorado	12	2	8	35	4
12978	Williams	Kansas	14	5	3	35.7	5
14505	MacKenzie	Colorado	6	7	7	37.7	6
13287	Jones	Colorado (Top 7 of 42)	8	4	13	41	7

Stovy Brown Wins Colonial Trophy Regatta at Annapolis



(1) Stovy Brown and Anne Wright accept their trophies (2) Severn Sailing Association Race Committee (3) Dick Bartlett, RC Chairman, and V-FC Phil Kilkeary brief the fleet. Phil is trying to sell sweatshirts with the SCIRA emblem to raise money for future (perhaps the U.S. Nationals) regattas we hope to hold in Annapolis. The fleet is growing steadily.

Stovy Brown of the home Annapolis fleet easily won the third annual Colonial Trophy Regatta for Snipe Class sailboats. Three races were sailed on Aug. 17th and 18th over the Severn Sailing Assn's Olympic Circle course off Greenbury Point in the Chesapeake Bay. Stovy's win, his second for the trophy, was earmarked by a perfect score -- three firsts. The weather was good with 5-12 knot wind prevailing and a slightly choppy sea. Thunderstorms threatened all day Saturday, but never developed until all the boats were home in the clubhouse.

In the first race, Hugh Donald stepped out in front at the windward mark with Stovy close behind. Hugh held the lead for the next reach and run, but in the long beat back to the windward mark, Stovy fell off to leeward and headed inshore. Hugh held high but seemed to lose his air. As Stovy tacked to come out, he was close to Hugh and tacked under Hugh's lee bow. When Hugh tacked away, Stovy immediately tacked and gained slightly to windward. That was the race, and for the rest of the series all anyone saw of Stovy's new Chubasco was the transom. Kathy Gunter, the Ladies' Champion of Chesapeake Bay, finished third in her beautifully refinished older (#10602) Varalay.

The second race was shortened at the second windward mark due to a dying breeze. After the first beat, Stovy was in front with his brother, Taylor close behind in Stovy's old boat (#14702). They stayed together for the reach and run, and during the long beat to the finish line, Taylor tried everything to get by, but everytime Taylor tacked, Stovy went with him. At times, Taylor seemed to have better boat speed, but he just could not get away.

The third race started promptly at noon on Sunday in a good steady northwest breeze of about 8 knots. In the scramble of 31 boats on the line, Hugh Donald was forced over early, and it looked bad for Hugh, who was in second place for the series at the time. Once again Stovy beat everyone to the first mark, but there was a real mass of boats close on his heels. Fortunately for Stovy, there was a great deal of luffing going on behind him and he proceeded to open up a good lead in the free air. At one time during the run, there were no less than 20 boats that had an overlap on one another and the leeward mark was a madhouse. The long beat back to the windward mark was a real gamble as the tide was running against the fleet and the breeze became spotty and shift. It finally turned out that going inshore was the thing to do, but some of the front runners found out too late. After rounding the mark most of the fleet headed on a dead run for the last leeward mark. Taylor Brown, who was sixth at the time, decided to do something different and began taking wide swings tacking downwind. It was too late before the rest of the fleet realized that it was paying off for Taylor and he rounded the mark in second place. Once

again, however, the final beat to the finish line was a gamble and the fleet spread out. Covering them was impossible, but as Taylor's wife, Jenia put it, they tried to cover everyone with the consequence that they missed some of the shifts and dropped back to sixth place at the finish. Hugh Donald had been steadily nipping away at the fleet since his horrible start, and wound up fourth to beat out visitor, Bob Quay for second overall in the series. Bob finished third in the last race. Larry Johnson finished second in the last race to move into fourth overall.

—Roy Terwilliger

Final Results- 3rd Annual COLONIAL Regatta -(Top 15 of 31)

BOAT	SKIPPER	RACES	1	2	3	Pts.	Fin.
17514	Stovy Brown	1	1	1	0	1	1
15223	Hugh Donald	2	4	4	19	2	2
17162	W.H. Quay	5	5	3	25.7	3	3
17516	Larry Johnson	6	6	2	26.4	4	4
10602	C. Gunter	3	7	11	35.7	5	5
17472	Linda Bartlett	7	8	12	45	6	6
13447	Geo. Steiner	9	16	5	47	7	7
8000	R. Zimmerman	10	10	9	47	8	8
14702	Taylor Brown	dnf	2	6	51.7	9	9
17627	R. Jarasek	11	9	14	52	10	10
11863	D. Schlossberg	12	19	7	56	11	11
17510	Bob Lane	15	11	15	59	12	12
16691	Bob Mills	13	21	18	70	13	13
14238	C. Eshleman	14	25	16	73	14	14
17688	B. McDonald	4	23	dnf	74	15	15

Novo Cidade do Porto Alegre Troféu —

All fortunate enough to have attended the 1959 World Championship Races at Porto Alegre in southern Brasil close to the frontier of Uruguay and Argentina, will recall with pleasure the good time they had there - the fine hosts led by Leopoldo Geyer, the location, club, sailing on the Guaiba River (home waters of the present World Champ Nelson Piccolo, and how the Great Dane Paul Elvstrom dominated the sailing.

Now the City of Porto Alegre International Trophy Regatta has been established under the management of Fleet 426 of the Clube dos Jangadeiros. It is a high-level boat race with the best known competitors of the Snipe Class participating. Scheduled for December 5-6-7, entries will be furnished a 1st class hull fully equipped without sails; free room and board from the 4th to 9th. You can bring your own boat if practical.

Porto Alegre is easy to reach via air by transferring at Rio, and anyone wanting a fine vacation combined with excellent racing and fellowship, is welcome to come and enjoy real Gaucho hospitality. All yachting activities are warmly supported by the entire community. In 1959, the District Governor, Consuls, city mayor and officials, military band, and school children truned out in enthusiastic crowds for the week's events. Write to the Clube, Ernesto Paiva, 139 - Tiasteza, Porto Alegre, Brasil.

1967 Season High-Point Scores

Here are some more point scores carried over from last month.

You will recall that Gilberto Carvalho had a perfect score of 1750 in 15 races to win the international Reichner Trophy, and that Tommy Legere of Winchester 77 took top honors in the U.S. with 1721.5 and is awarded the Minneford Trophy. John Story of Canada, Joe Cacoperdo of Sequoyah, OK, and Phil Nieman of Chicago, IL were the only other sailors who scored over 1700 points during the season.

As one can see, participation in this class score keeping consists chiefly of U.S. boats (which is at a good level); only a few other countries send in a list. As proposed several times in the past, if each National Secretary would send in the top 25 Snipers in his area, the international aspect would take on more meaning, but how to get them to do it?

(Fred Hutter of Woodstock 100, Canada, scored 1634.2 in 5 races. It was omitted from its proper place last month).

1967 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	CLUB	No. of RACES	Points.
15060	Miguel Casellas	San Juan, P.R.	9	1577
14291	Bob Walrath	Willamette, OR	18	1577
10351	John Friis	Valdosta, GA	19	1577
11677	J. Carver/B. Zeratsky	Green Lake, WI	15	1576.8
12099	Robert Vreeland	Newport, N.Y.	16	1576.6
14604	Craig Wilson	Lake Mohawk, N.J.	22	1575.5
10832	Gene Grossmann	Lake Lotawana, MO	19	1575.3
16520	Frank Levinson, Jr.	Indianapolis, IN	9	1573.3
16801	Reuben J. Ross	Bow Mar, CO	5	1572
13429	Howard J. Weeth	Sierra, Nevada	5	1571.4
14583	John/Robert Keefer	Wall Lake, MI	5	1571.4
15399	Frank/Buz Koenig	Lake Worth, TX	20	1571
12097	Ham Olark	Chattahoochee, GA	5	1571
16392	Harvey Salzman	Minnesota, MN	16	1571
16310	James Horn	LaCrosse, WI	18	1570.4
12742	John Aune	Brasilia, Brazil	18	1570.3
15819	J. Belford	Oakville, Canada	7	1569.8
16142	Harald H.O. Schmid	LaCrosse, WI	19	1569.8
15352	Jaime Ctero	San Juan, P.R.	9	1569
3759	R.S. Loomis	Lake Washington, CA	10	1568.9
12331	Charles Fox	Newport, N.Y.	24	1567.8
14854	Russell McHenry	Kenka, N.Y.	12	1566.1
11900	George Kuck	Potomac River, WA, D.C.	14	1565.1
14974	Al Morris	Willamette, OR	18	1565
14476	John Plusch	Chicago Corinthian, IL	4	1564
12964	Wally H. Kent	Sierra, Nevada	8	1563.2

15724	Kenneth G. Cobb	Sierra, Nevada	5	1562.8
15123	Colin Pearlson	Chicago Corinthian, IL	4	1562.5
16698	Stephen Haseltine III	Massachusetts Bay, MA	15	1561.6
10600	D. North	Seattle, WA	8	1560.6
13349	Mark Hesselschwerdt	Grand Rapids, MI	18	1560.3
10350	Jack Jackson	Iowa-Nebraska	34	1559.8
15580	Ray Croasdale	Gull Lake, MI	16	1559
14323	Rachel Turner	Gull Lake, MI	14	1557.4
15305	D. Campion/D. Wegforth	Chicago, IL	14	1556
16691	Robert Mills	Potomac River, WA, D.C.	8	1556
13153	Jean Carpenter	Green Lake, MI	11	1555.4
13522	W.A. Keha	Pine Beach, N.J.	20	1554
15235	Cristiano Rocha Miranda	Brasilia, Brazil	17	1553.8
7371	Dirke Vandervelde	Green Lake, WI	13	1552.1
17049	J.D. Drake, Jr.	Magnolia, MS	9	1552.1
9310	H.J. Michel	Cronodaga, N.Y.	18	1551.3
16101	Dr. Lee Kellerhouse	Chicago, IL	14	1551
13631	Bill Wheeler	Dallas, TX	18	1551
13209	Dr. B.G. Horner	Woodlawn, TX	8	1550.6
14651	Arthur Yost	Lincoln, NE	18	1550.6
14774	J. Wm. Coberly	Decatur, IL	32	1550.4
14383	William Burris	Rocky Mountain, CO	14	1550
15550	R.P. Campbell	Pistakee, IL	7	1549.6
5454	Tom Rolfe	Acton, OH	14	1548.6
16327	Donald E. Smith	Sequoyah, OK	22	1548.1
10100	Robert Leighton	Shediac, Canada	11	1547.6
12764	Robert G. Rivers	Royal Hamilton, Canada	15	1546.7
12346	John Shoemaker	Kenka, N.Y.	16	1546
14985	John Pilon	Chicago, IL	22	1546
16828	Victor Ruesta	Memphis, TN	31	1545
16508	Wm. Hancock	Indianapolis, IN	14	1544.2
13177	Robert E. Cooper	Green Lake, MI	12	1543.6
17139	Bob Stoddard	Lake Worth, TX	20	1543.6
13501	D. Bilton/R. Reifler	Chicago, IL	18	1543
16751	Geves Kenry	Rocky Mountain, CO	21	1543
17147	Bruce Shurtz	Gull Lake, MI	18	1542.8
9007	Jim Bronough	Privateer, TN	15	1542.1
15500	Bob Hague	Birch Lake, MI	15	1541.4
14278	Bernie Schelew	Shediac Bay, Canada	5	1541
12610	James Beattie	Decatur, IL	23	1540.9
7377	Paul Quinlin	Wall Lake, MI	5	1540.6
16396	Berkley Duck	Indianapolis, IN	34	1539.8
12003	Don Floetner	Lake Mohawk, N.J.	8	1538.1
8046	Andrew Whitman	Pine Beach, N.J.	17	1537.5
15215	Dale Keltner	Decatur, IL	18	1536.8
9020	Lee Thompson	Dallas, TX	25	1536
16316	Edward A. McHenry	Loon Lake, N.Y.	22	1535.6
15900	Edward J. Metzger	Chippewa, OH	27	1535.5
15314	Thomas Forrestal	Loon Lake, N.Y.	15	1535.3
16752	Fred Lemard	Willamette, OR	11	1535
16646	Carlos Morais	Aracaju, Brazil	6	1534.5

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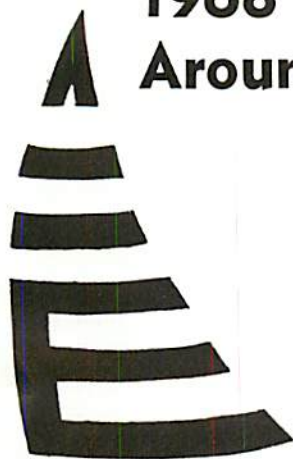
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13835 Wayne Milne	Birch Lake, MI	7 1532	12608 Joseph/John Pilling	Iowa-Nebraska	21 1502.1
15400 Kit Sommer	Peoria, IL	6 1531.1	12300 Athayde	Aracaju, Brazil	11 1501
12885 R.Patrick	Winchester, MA	21 1531	15580 Ray Crossdale	Gull Lake, MI	15 1501
13453 John Hook	Willamette, OR	10 1531	16828 Allen Overcash	Lincoln, NB	22 1500.6
17901 David Lamb	Annapolis, MD	6 1531	15670 Bernie Landress	Dallas, TX	17 1500
13356 M.T.Gates	Sequoyah, OK	21 1530.6	15485 Worth Green	Valdosta, GA	14 1499.1
12548 Bob Wylie	Dallas, TX	18 1530	14979 Steve Cayton	Lake Worth, TX	11 1498.6
16767 R.Schusler	Seattle, WA	9 1528.1	10512 Donald Shoemaker	Keuka, N.Y.	14 1497.3
16497 Pete Fenner	Dallas, TX	29 1528	16182 W.Hendershot	Oakville, Canada	6 1496.6
16377 Bill Cox	Detroit River, MI	9 1527.3	12820 Jane Leichter	Orangetown, N.Y.	19 1494.1
13603 Craig Turrall	Royal Hamilton, Canada	11 1526.8	10201 Ken Kinas	Portage Lakes, OH	16 1493.5
16605 John Brown	St.Johns River, FL	10 1526.6	10651 Idelio Ribeiro de Louza	Aracaju, Brazil	6 1492.5
15348 Lee Touts	Bow Mar, CO	5 1526	11213 F.M.Farleigh	Fistakee, IL	6 1492.5
14205 Carl Kennon	Memphis, TN	38 1525	9878 Fuller Moore	Valdosta, GA	6 1491.7
12334 Keith Zars	Woodlawn, TX	15 1525	13260 Dave Haggart	Iowa-Nebraska	18 1491.1
7696 Ray Tyler	Quassapaug, CT	1525	16820 Garry Calvin	Lake Lotawana, MO	30 1489.9
13198 Gerald W.Willoughby	Ponca City, OK	4 1524.5	4140 R.Howell	Winchester, MA	8 1489.3
4604 Leonard F.McKeever	Ponca City, OK	8 1524.5	16103 G.D.Keary	Oakville, Canada	8 1489
6446 Ed Griffith	Acton, OH	15 1523.8	13629 Edward Geiser	Acton, OH	9 1488
15593 Wilby Coleman	Valdosta, GA	18 1521.8	16797 Paul Bent	Indianapolis, IN	19 1487.5
13300 Henry Wade	Atlanta, GA	27 1520.7	11449 William Requarth	Decatur, IL	15 1487.4
17147 Bruce Shurtz	Gull Lake, MI	15 1519	8598 Cye/Bud Blair	Clearwater, FL	10 1487.1
16969 Preston Brammer	Wichita, KS	10 1518.8	15280 John Mueller	Peoria, IL	6 1484.8
14328 R.Fitzek/K.Gustafson	Chicago Corinthian, IL	8 1518.1	15961 Joe Byrne	Lake Mohawk, N.J.	19 1481.9
17163 Frank Pontious	Diamond Lake, MI	15 1517.5	14309 G.W.Rotzler	Woodlawn, TX	7 1480.8
8437 Fred Jordan	Keuka, N.Y.	10 1516.8	11463 Robert O.Stevenson	Chippewa, OH	24 1479.8
17518 M.Rice	Pine Beach, N.J.	15 1516.5	13479 B.H.Poulson	Oakville, Canada	8 1479.1
14692 Charles Loomis	Massachusetts Bay, MA	12 1515.8	14504 Stephen Doyle	Memphis, TN	34 1479
11563 Marcelo Lins E Mello	Pernambuco, Brazil	11 1515	13358 Terry Clark	Chattahoochee, GA	5 1479
14225 Charles R.Cash, Jr.	Memphis, TN	15 1514	16977 Woody Cox	Detroit River, MI	8 1478.6
9291 Kenneth E.McGarr	Chippewa, OH	30 1512.7	14980 Richard Earlam	LaCrosse, WI	9 1477.9
14971 J.D.Boldt	Redondo, CA	7 1512.1	13636 John Fox	LaCrosse, WI	17 1477.5
11728 E.Saacs	Oakville, Canada	12 1511.1	12965 Lester S.Russell	Sierra, Nevada	8 1476.7
17329 Flamarion d Avila Fontes	Aracaju, Brazil	5 1510.6	16490 Paul Holbrook	Pine Beach, N.J.	19 1475.8
10100 Robert Leighton	Shediac, Canada	5 1509.4	12536 Owen Ackerman	Peoria, IL	11 1475.8
16344 Linda Kreuter	Green Lake, WI	15 1508.1	14986 James Drennan	San Juan, P.R.	9 1475
13302 Robert B.Donald	Annapolis, MD	17 1507.4	13438 Jim Fairclough	Quassapaug, CT	1475
13519 Ray Steelman	Pine Beach, N.J.	18 1506.7	16840 Eddie Williams	Lake Lotawana, MO	27 1473.6
16836 Gary D.Martin	Ponca City, OK	6 1505	9995 Glen Young	Privateer, TN	21 1472.8
16939 Joe A.Becker	Sequoyah, OK	7 1504.6	12561 Bud Johnson	Lake Washington, CA	12 1471.6
11386 Art Lippitt	Wichita, KS	19 1504.2	12296 George Raulino	Brasilia, Brazil	15 1471.6
17113 T.C.Reissing	Fistakee, IL	7 1504.1	14363 George Drake	Lake Angelus, MI	10 1470.1
14114 John Swanson	Winchester, MA	16 1502.8	14009 Jim Howard	Birch Lake, MI	15 1470.1

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- 1, 3, 4 — San Remo Pre-Olympic — the best Snipe sailors in Europe were there.
- 1, 2 — St. Thomas Midwinters, Virgin Islands
- 1, 2 — Cruzan Gold Cup, Virgin Islands
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Birney Mills

*Wells
Wanderings*



by Ted Wells

October 1968

SINE QUA NON

The one thing that there is no substitute for in a regatta is a suitable wind. The District II Championship which never got started in Oklahoma City, because of too much wind, was re-scheduled for Lake Worth Labor Day weekend as a four race regatta, Saturday and Sunday. Three races were run - sort of - before giving up. In two races the first windward leg wasn't too bad, after the first race in which only about three fourths of the first windward leg resembled a race. Louis Nelms went in all the right places and went very fast wherever he was. His only worry was that he couldn't figure out why he was going to go so fast. His people speed was really good.

In a large percentage of the regattas this year, I seem to always have the wrong size crew. At Fort Worth my crew was 6'2" tall, weighed 190 lbs, and could really hike out, which wasn't very important in the peak gusts of 5 mph. We stopped off in Oklahoma City on the way home on Labor Day and sailed there in about a 20 mph wind. We really went to windward.

I hate to discourage crews who are heavy, but I tend to agree with the Californians that quite a light crew is the best for overall performance—less of a penalty in high winds than a heavy crew is in light winds.

The Missouri Yacht Club Regatta strengthened that conviction last weekend. My crew was Cathy Long, who weighs 125 lbs, and the wind blew 20 to 25 mph with gusts to 30 on Saturday. Cathy knows what to do and how to do it and gets that 125 lbs out where it will do the most good - and can stay there. We took two firsts. Sunday started out the same way. Cathy had crewed for Ronnie Grossman a few years ago when they won with three firsts, and she wanted to do it again. I thought we had it made when we started the long reach back to the Yacht Club with a big lead. Then the wind died. There is nothing more frustrating than a broad reach in a 0 to 5 mph wind, running the length of a narrow lake with high banks on each side. I won a regatta there one year under similar circumstances by sneaking up the lee shore, practically going through the boat houses while Eddie Williams went up the middle and couldn't get down where I was. Last year the boats that went up the windward shore won. This time we got passed on all sides while staying to windward of most of the traffic. It finally appeared that the boats to leeward were dying, and the best puffs seemed to hit a little to windward of us, then bounce. I started staying just ahead of the boats behind, luffing no farther up than they did. This got us back to first place again - when one boat luffed much farther to windward in a puff than I wanted to go - and passed us about 100 yards from the finish. Guess who? Eddie Williams, of course. Just retribution, I suppose.

The lesson seems to be that while you must keep an open mind, it's like a windward leg - you have to decide which way to go, and hope. When you see signs of wind, try to get there, but don't just go running all over the place.

Post Script

Cathy didn't wear seven wet sweat shirts, either. She wore a very brief bikini (with polka dots, too!), which caused some remarks expressing amazement that I could keep my mind on the business at hand.

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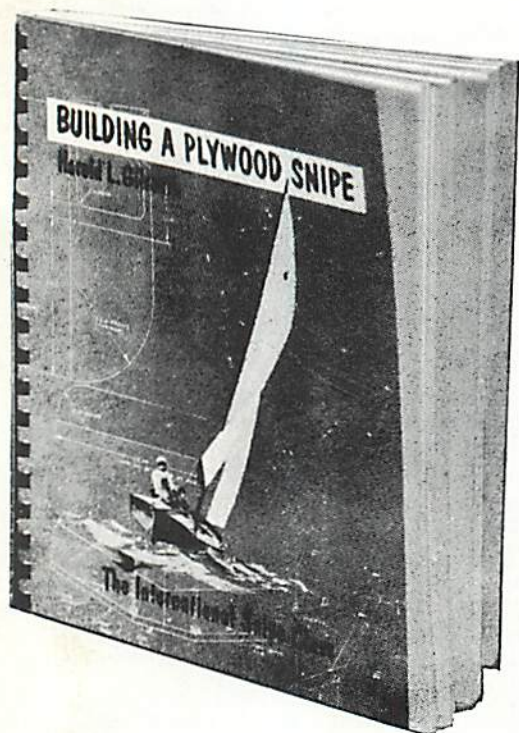
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