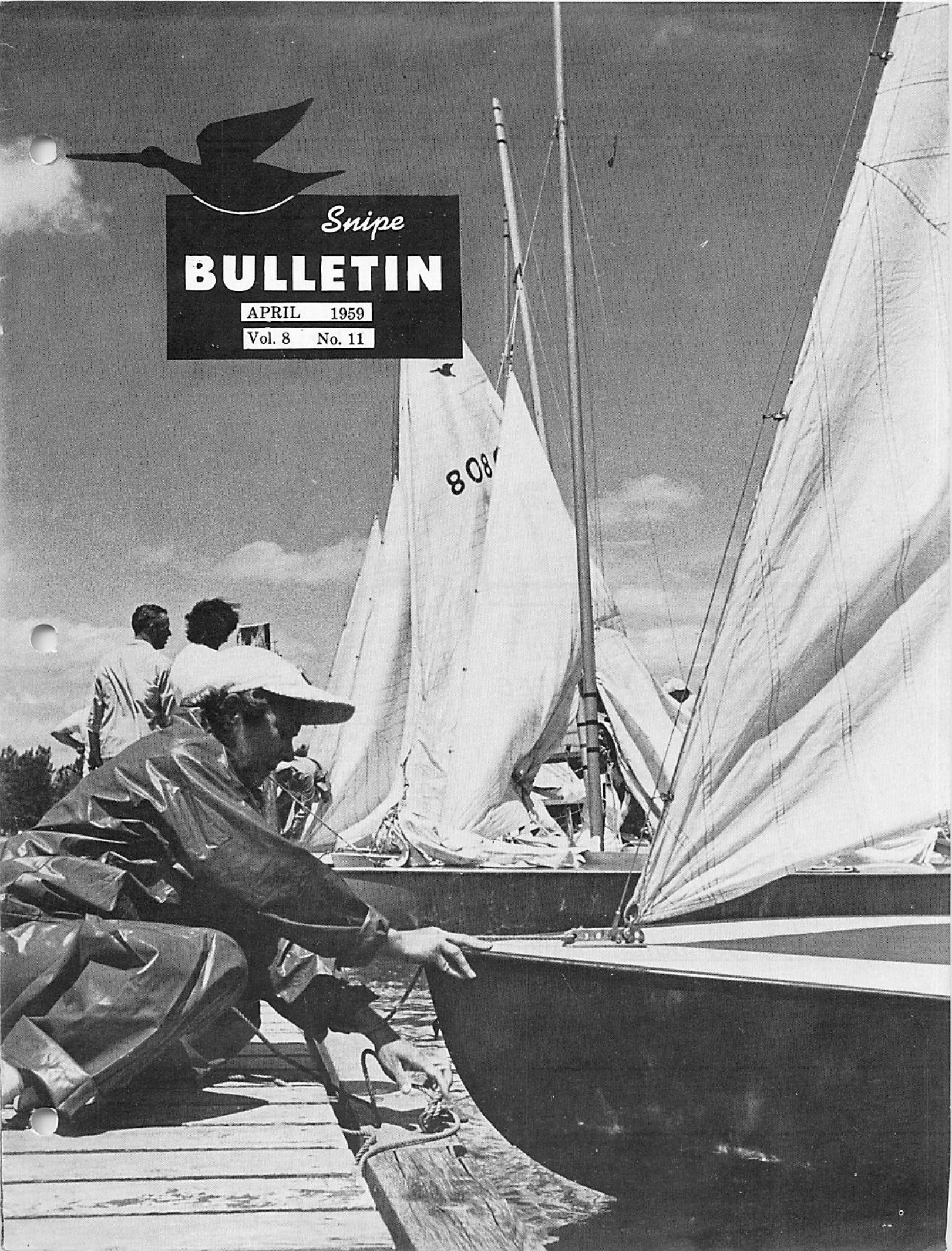


*Snipe*  
**BULLETIN**  
APRIL 1959  
Vol. 8 No. 11



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## SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by  
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tion. Material received after that date will not appear un-  
til a later issue. Contract advertising rates may be had on  
application. Be sure and notify SNIPE BULLETIN of any  
change in address, giving both old and new addresses.

## — THE SCORE —

Numbered SNIPES — 11818

Chartered Fleets — 464

When #11818 was issued to Roy Handwerk of Fleet 110 of Akron,  
it made the total of Snipe numbers issued since January 15th  
exactly 101. That, we think, is a good round number in any  
boat league and probably establishes some kind of a record  
again. But SCIRA is used to that kind of performance and we  
don't want to brag too much about the best little BOAT in the  
world. It is interesting to note that 51 of these boats went to  
Snipers outside the United States; 50 Snipes here in two months  
is above recent averages. International interest in Snipe and  
SCIRA was never higher and enquiries come from new areas  
every week. You can be proud you are a part of the outfit!

Only one new fleet has actually been chartered during the  
same period, although several groups are in the process of  
organizing for the coming season. Howard Richards, a well-  
known Canadian Sniper who has participated in some U. S. re-  
gattas, is the Fleet Captain of the new Oakville Sailing Club of  
Oakville, Ontario, Canada. As the name implies, they hope to  
restrict themselves to real sailors and concentrate on Snipe  
activities first so they can enter area regattas, as in New York  
State. Charter 464 has been issued to them.

## THE 1959 WORLD CHAMPIONSHIP RACES

The Brazilian patrons of the Snipe World Championship Races  
for 1959 announce that they will be sailed in Porto Alegre  
October 16th to 25th. Other details have also been released,  
as follows:

Accommodation and board at first rate hotels will be pro-  
vided free of charge from October 15th till 25th inclusive-  
ly for one team and the leader of the delegation (i. e. for  
three persons) from any foreign country.

For transportation within Porto Alegre and to the place of  
the regattas, motor cars will be placed at the disposal of  
the foreign participants.

Travelling expenses for the round trip to Porto Alegre  
must be raised by the national delegations themselves.  
Efforts are being made now to obtain substantial re-  
ductions in such fares and any accomplishments along that  
line will be announced promptly, if made.

20 new boats, all exactly alike, are now being constructed  
by Alberto Linenburger, builder of Brazilian Champion-  
ship Snipes of the last 3 years. Ordered by SAVEL, they  
are built in series and in accordance with the latest im-  
provements in boatbuilding. Not one boat will differ from  
all the others, either in materials used or construction  
itself.

This new year brings something really new to Snipe skippers:  
The first World Championship for Snipes ever held below the  
equator. It emphasizes the international status of Snipe and  
will be an event of fraternization for the worldwide family of  
Snipe skippers.

## THE COMMODORE SAYS

If you want to take an enjoyable but rigorous winter vacation next year, go to Florida for "Snipe Regatta Week" in March. It consisted this year of three regattas: The Florida State Championship at Miami; the International Midwinter Snipe Championships at Clearwater; and an open meet at Mt. Dora. All told, there were 11 races in 8 days under a wide variety of winds and sailing conditions.

The Miami and Mt. Dora Regattas were both one day affairs with many classes competing in three heats. Miami has expanded its facilities considerably. The races were very well run with good lines and windward starts. The Miami fleet is quite active again and growing. Florida is beset by so many different sailing classes that competition in any of them (prams excepted) leaves much to be desired. Seems that everyone who has an idea on how a boat should be designed and built, gets into the act and tries to start a one-design class with hopes, no doubt, of emulating SCIRA. However, Snipe is doing better than the others in spite of such fierce local competition and, as time passes, should be very strong.

Actually, one of the best reasons for sailing in a many-class regatta is that participants can see what a superb little boat the Snipe really is. It is not as "hot" as several newer and larger boats, but they need full-time professional skippers and crews to handle them properly. Really, top-notch athletes are required for some of them, if sailed to win. Snipe is without peer as an all-around good two-man racing boat.

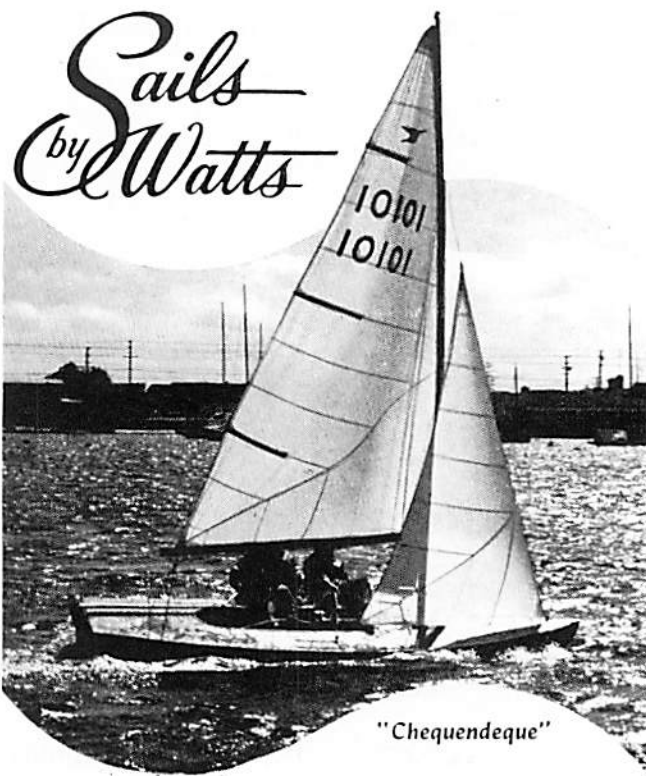
Francis Seavy did a tremendous job in boosting Snipe by his excellent showing in the One-of-a-Kind Regatta. I hope a full report will be given in YACHTING magazine of this event and not just a brief summary as in SPORTS ILLUSTRATED. Francis was able to compete in only 3 of the 5 races due to a broken rudder fitting. In these, he placed 11th, 7th, and 20th on corrected time. Thus the final finish of 25th out of 38 entries was not a true evaluation of Snipe. The best part of all can be testified to by the Miami fleet -- Snipe was terrific to weather, arriving at the mark ahead of most of the boats anywhere near her size. Spinnakers, weight, and sail area were handicaps off the wind. Another significant point: Francis had his best race in the heaviest wind, showing Snipe can take it when the going gets tough.

Clearwater provided everything which makes a regatta perfect: wonderful hospitality, competent race committee, fine courses, good weather, and top-notch competition from Cuba, Nassau, and the U. S. Commodore Don Cochran, Jr., and all his committees are to be congratulated for all their hard work. The Clearwater fleet is also very active again and growing. The Clearwater YC has always been friendly to Snipers since early days and in 1935, the first Midwinter Championship Series was held. They donated a beautiful trophy (see page 9 January 1959 BULLETIN) and united with the Chamber of Commerce to make this regatta a big affair. Fleet 46 has had its ups-and-downs, but now has new life and all Snipers should support them. The Clearwater Yacht Club has purchased several new Snipes so that graduates from the Pram fleet may have top boats with which to compete. This Junior activity is very good, as evidenced by last year's National Junior Champ -- Ken Lippincott, Jr., from Clearwater. SCIRA is most fortunate to have such a fine group as the Clearwater Club sponsor this annual event.

Special mention should be made of the Swan sisters who sailed Snipe #10788 at Clearwater. They each weigh less than 100 pounds and have only sailed a short time. They won the admiration of participants and spectators alike when they competed in the Wednesday race. That day was heavy and the wind onshore so the Gulf was choppy, but the gals negotiated the course completely and safely.

Mount Dora was quite a change and a challenge -- drifters, shifts, heavy rain for most of the day, severe squalls, down wind tarts, guns failing to fire, flags blown off buoys, etc., among other things. 15 Snipes (the largest of 10 classes) made a valiant attempt at racing. Ted Wells shed water better than most and won going away.

Make plans now to go to Florida next year! Not only will you have a grand time, but you will help Snipe make a comeback!



Congratulations to Fred Schenk, 1957 National Snipe Champion! Watts dacron sails, with their superior finish, took four of the first five places in this national championship series.  
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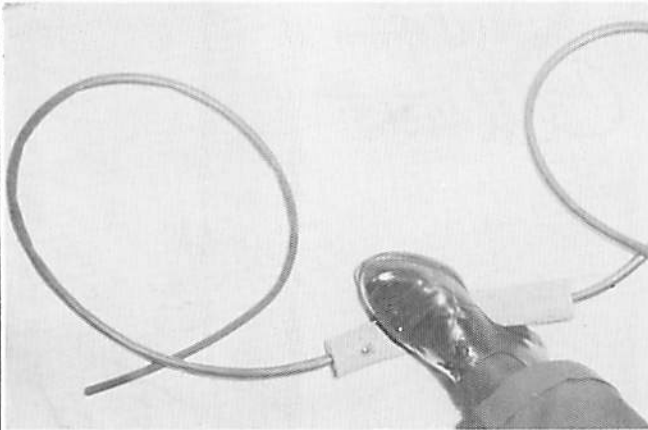
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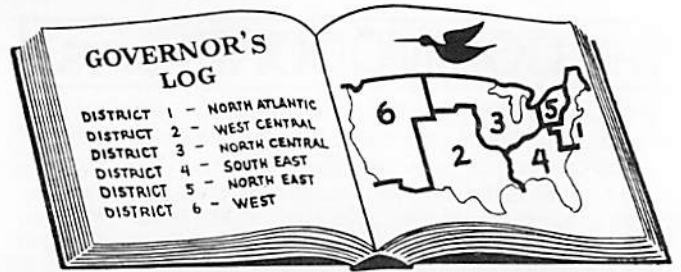
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**NEW OFFICERS FOR DISTRICT #1.** At the District #1 Meeting at the New York Boat Show, retiring Governor William Rushlow of Falls Church, Virginia, receives an appropriate memento from the new Governor Ray Kaufman, Port Washington, L. I., New York, while Mrs. Yvette Rushlow enjoys the ceremony. —Cronyn.

The District #1 meeting was held Friday night, January 23rd, in the Scandinavian Room at the Coliseum in New York and was well attended. Principal business transacted was:

(1) The District will publish a newsletter and also exert special effort to get local coverage in newspapers and yachting magazines.

(2) It was voted to establish a District Council which will consist of the Governor, Vice-Governor, Secretary-Treasurer, and five members appointed by the Governor as far as practical, the council members to be chosen from different geographical areas of the District. No action was taken on dividing the area into two separate Districts, as the matter was now under consideration by the Board of Governors for final action.

(3) It was decided to split the profits derived from the Snipe Booth at the N. Y. Boat Show fifty-fifty with SCIRA, using the money kept for District operating expenses and local Snipe promotion work, as in the Show next year.

Kermit Nicholson, Floral Park, L. I., New York, was elected Vice-Governor for 1959.

**DISTRICT #3.** If you haven't received the second issue of the newsletter, send a dollar to Mrs. Edna Rosenbaum, Box 200, RR 2, Richland, Michigan, and get on the mailing list. Edna is doing a fine job, so give her both encouragement and appreciation!

**DISTRICT #4.** A score was kept for all District members who participated in open regattas and races during the last season by adding the points earned in the races and Lindy Bosch, with 26, 201 points garnered in 22 races was proclaimed the 1958 Southeastern Open Champ. Francis Seavy, the District #4 Champion, was 2nd with 23, 889 points in 16 races and Harold Gilreath 3rd with 16, 614 in 15 races. An interesting score for an interesting comparison of local area competitors. 66 Snipers were listed with a bottom score of 28.

Gordon Randall of Tullahoma, Tennessee, has taken on the job of keeping the District mailing list up-to-date. At his own expense, he has made addressograph plates and a complete file of all the District Snipers. All literature will be mailed by him for a small fee, with any profits going into the treasury. A nice deal providing the very latest efficient reference service for the District! (Better than the one at National Headquarters-Ed!)

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**A YANKEE WINS A SOUTHERN TITLE**  
**TERRY WHITTEMORE NEW FLORIDA STATE SNIPE CHAMP**



THREE STATE CHAMPIONS -- (l. to r.) Terry Whittemore, Snipe; Gene O'Connor, Suicide; Vic Cribb, Cricket.

— Photo by City of Miami News Bureau

Florida sailors around Miami sat up and took notice when 27 Snipers from 9 states, the Bahamas, and Cuba, all entered the Miami Yacht Club's Midwinter Sailing Regatta March 7-8th. This was also the Florida State Championship Series, but the turnout made a terrific impression on all. A prize was offered for the long distance record and Mr. Wells got it. This, and the fact there is no age limit to Snipers, attracted grand newspaper publicity. 175 boats in 18 classes participated, the popular Suicides with 9 and the Jets with only 5.

But the big news is that Terry Whittemore, sailing for the first time on Biscayne Bay, defeated defending champion Francis Seavy along with an impressive list of crack sailors to be the first Connecticut Yankee to boast of the Florida State title.

Skippering a 10-year-old boat ("an old friend I have confidence in") and with John Wolcott, present U. S. National Champion as crew, ("I had the best crew it is possible to get"), Terry scored 1-2-3 in the three races, which prompted him to remark, "I'm glad we ran out of races. I seemed to be getting worse with each one."

The races were sailed under a dreary sky with frequent chilly showers and light, shifting northeast breezes. Terry was never in real danger and when Harry Levinson drew a DSQ in the 2nd race for a 2-DSQ-2 for the series, the next closest score was Seavy with 4-3-5. Harold Gilreath and Ted Wells finished 3rd and 4th. The performance of the Snipe Fleet in this regatta is a great compliment to the hard work of Capt. Jim Morris and the rest of the loyal members of Fleet 7.

**FINAL RESULTS -- FLORIDA STATE SNIPE CHAMPIONSHIP**

BOAT	SKIPPER	ADDRESS	Race	1	2	3	PTS.	Fin.
7432	Terry Whittemore	Quassapaug, Conn.		1	2	3	4565	1
6995	Francis Seavy	Clearwater		4	3	5	4109	2
8653	Harold Gilreath	Atlanta, Ga.		5	5	4	3961	3
6025	Ted Wells	Wichita, Kansas		8	1	10	3650	4
10660	Jim Richter	Indianapolis, Ind.		6	9	9	3273	5
10172	Harry Levinson	Indianapolis		2	DSQ	2	3211	6
9740	Eddie Williams	Kansas City, Mo.		7	8	12	3086	7
10350	Dick Tillman	Clearwater, Fla.		13	15	1	3060	8
8652	Alan Levinson	Indianapolis		11	12	7	2897	9
10353	Don Cochran, Jr.	Clearwater		12	6	14	2795	10
9298	Jim Cochran	Clearwater		15	4	19	2529	11
11600	Julius Kroeger	Rochester, N.Y.		23	10	6	2510	12
10051	Godfrey Kelly	Nassau, Bahamas		16	11	11	2425	13
10052	Basil Kelly	Nassau, Bahamas		3	DSQ	13	2397	14
6260	Derek Peters	Atlanta, Ga.		22	14	8	2197	15
9920	G. Lightbourne	Nassau, Bahamas		9	13	22	2169	16
10034	Jim Orr	Melbourne, Fla.		10	20	16	2027	17
11111	Hattie Carver	Green Lake, Wis.		18	7	DSQ	1854	18
11475	Norma Smith	Miami, Fla.		14	17	18	1834	19
10592	Serafin Arrojo	Havana, Cuba		17	18	15	1781	20
11759	Jerry Guardiola	Miami		20	21	17	1427	21
11559	Al Kroeger	Miami		25	16	20	1322	22
10519	Jim Morris	Miami		21	19	23	1208	23
9584	Charlotte Call	Miami		24	22	24	939	24
7982	Bob Cooke	Miami	DNS	23	21		724	25
9582	Bryan Walsh	Miami	DNS	24	25		545	26
9581	Henry Magri	Miami		19	DNS	DNS	484	27



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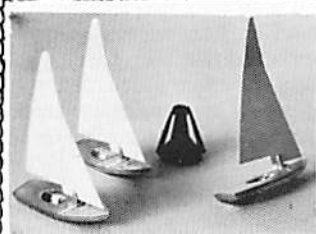
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# -WHITTEMORE WINS MIDWINTER CHAMPIONSHIP- BUZZ LEVINSON AND WELLS CLOSE BEHIND - JUNIOR NATIONAL CHAMP 4th

Terry Whittemore will not soon forget the marvelous week of Snipe sailing he enjoyed in Florida this year, for he captured his second title within a week when he added the International Midwinter Snipe Championship to his Florida State laurels at the 22nd annual event held in the Gulf of Mexico off Clearwater, Fla. Terry unseated 1958 Champion Francis Seavy of Clearwater by virtue of his 2-5-3-1-3 score in the 5-day-5-race event March 9th to 13th.

Commodore Alan Levinson, with his brother Frank as crew, was runnerup with 7003 points to Terry's 7305, while Ted Wells, 6 time winner of the event, was 3rd with 6578 and Junior National Champion Ken Lippincott, Jr., of Clearwater, was 4th.

In the words of Naomi Seavy, "I'd say this regatta was the best ever. We had 24 entries from 7 states plus 3 from Nassau and 1 from Cuba. We had 5 beautifully run races in the Gulf of Mexico set out by a top race committee of Don Cochran, Sr., and John T. Hayward as co-chairmen. They really know how to run a race right, even to predicting the weather right. We had a variety of weather with 2 races under perfect conditions on the 10th, 1 on the 11th with very strong winds, no race on the 12th when a cold front moved in with rain, then 2 races Friday the 13th with light, shifty winds and rather lumpy waves left over from the storm. It was a real test of sailing! The only note of regret was the absence of Old-Timer Guy Roberts, whose doctor put him to bed with a very bad cold. Nothing but that would have kept him away, you can be sure."

Ted Wells was sailing at his best in the first two races on Tuesday when he showed his heels to the entire fleet. He was in a class by himself! He got a good jump on the pack in the 1st one and wasted little time in moving to the fore. As he rounded the first marker of the triangular course, he was about 4 lengths ahead of Whittemore and at each succeeding marker his lead increased with surprising rapidity. As the winds picked up and the waters became choppy, Ted continued to gain a wider margin. Seavy and Whittemore fought it out bow-to-bow for 2nd place until at the 4th marker when Terry went over on a starboard tack and Seavy had to yield right-of-way. That's the way they finished - Wells, Whittemore, and Seavy.

In a windward-leeward race that P. M., Ted took an early lead and kept up the torrid pace as he outclassed and outmaneuvered the field to get his second 1st place finish. The battle for 2nd place was almost a repetition of the morning's fight, but this time Seavy had a ding-dong battle with Commodore Buzz Levinson until, in the last moments, Buzz took the wind from Francis' sails and nosed over ahead of him. It was Wells, Levinson, and Seavy, with Whittemore getting a 5th place back of Bud Hook of Indianapolis.

As they entered the 3rd race, Wells was in front by 310 points with Levinson, Seavy, and Whittemore virtually tied in 2nd. This was a triangular race with strong winds and waves and most exciting. Sailing with superior skill and daring, Basil Kelly of Nassau skipped his O'KELLY into 1st place with a hair-raising finish that saw Buzz Levinson come within a whisker of edging the Bahamian entry. Kelly's victory vaulted him from the middle of the pack into 4th place in overall standing. Kelly took the lead from the start and was never headed, although Buzz made a race of it during the final leg. Trailing by 5 or 6 lengths as they headed around the last marker for home, Levinson pulled up rapidly and the lead dwindled to a fraction. As the two boats crossed the finish line, they were so close the officials had time to lower the checkered flag only once. While Whittemore was checking in with a nice 3rd place, Seavy ran into trouble when he disqualified himself after touching another boat at a marker in a right-of-way dispute; likewise, Wells lost his big advantage when he got a 6th, but still hung on to the lead by a slim margin.

Thursday saw postponement on account of weather, so a triangular and a windward-leeward race were sailed Friday with light winds and considerable wave action. Wells was only 85 points ahead of Buzz Levinson, 4496 to 4411, and Whittemore was 3rd with 4261. A big gap separated 4th place Kelly with 3465. But in these two races, Terry continued his

steady high-placing record with a 1st and 3rd, while Buzz slipped with two 5ths, and Ted really ran into trouble when a faulty start in the 4th race put him back into 13th position. He came back in the 5th race with a 4th which enabled him to regain some of the lost ground, but Whittemore, with ex-National Champion Harry Allen crewing for him, had won the title with consistent and superb sailing. Terry had little opposition in the triangular race as he took the lead on the first beat and continued to move away on the reach and the run. New faces appeared behind him when Harry Levinson finished 2nd and Don Cochran, Jr., Clearwater YC Commodore, took 3rd. The final 5th race was a triumph for youthful Ken Lippincott, Jr., of Clearwater, present National Junior Champ. He moved up on a fast finish to pass Eddie Williams in 2nd and had the satisfaction of looking over his transom at Whittemore in 3rd place, Wells in 4th, and Buzz in 5th. Probably gave him some ideas!

The awards dinner Friday night topped off a week of entertainment. All in all, it was a huge success and Commodore Cochran praised the cooperation from all corners. "We hope to see each and every one of you skippers and crews back with us next year." Sounds mighty good -- let's go!

## 1959 INTERNATIONAL MIDWINTER REGATTA

BOAT	SKIPPER	ADDRESS	RACE	1	2	3	4	5	PTS.	Fin.
11777	Terry Whittemore	Quassapaug, Conn.	2	5	3	1	3	7305	1	
8652	Buzz Levinson	Indianapolis, Ind.	4	2	2	5	5	7003	2	
6025	Ted Wells	Wichita, Kansas	1	1	6	13	4	6578	3	
8598	Ken Lippincott, Jr.	Clearwater, Fla.	5	15	5	8	1	5957	4	
10172	Harry Levinson	Indianapolis	8	7	11	2	9	5690	5	
10052	Basil Kelly	Nassau, Bahamas	12	9	1	10	11	5326	6	
8653	Harold Gilreath	Atlanta, Ga.	DSQ	6	4	6	7	5264	7	
9740	Eddie Williams	Kansas City, Mo.	7	11	DSQ	4	2	5202	8	
6995	Francis Seavy	Clearwater	3	3	DSQ	7	13	5117	9	
10592	Serafin Arrojo	Havana, Cuba	11	8	10	14	8	4768	10	
10553	Don Cochran, Jr.	Clearwater	9	16	14	3	16	4447	11	
9920	G. Lightbourne	Nassau, Bahamas	14	14	7	11	15	4190	12	
10350	Jack Tillman	Clearwater	6	10	16	17	14	4116	13	
11600	Jules Kroeger	Rochester, N.Y.	19	18	13	9	6	4046	14	
8099	Bill Colvin	Clearwater	13	17	12	12	12	3883	15	
10051	Godfrey Kelly	Nassau, Bahamas	17	12	8	15	17	3758	16	
10660	Bud Hook	Indianapolis	10	4	DSQ	23	20	3584	17	
9298	Jim Cochran	Clearwater	15	13	9	19	22	3529	18	
6260	Derek Peters	Atlanta, Ga.	20	20	19	18	10	2856	19	
11316	Dick Edwards	Cuba, N.Y.	16	DSQ	18	16	18	2597	20	
11671	Allyn Stevens	Orlando, Fla.	21	19	20	20	19	2485	21	
11315	Bob Ferrigo	Cuba, N.Y.	22	23	17	21	24	1950	22	
10788	Margo Swan	Clearwater	23	21	20	22	21	1926	23	
11582	Bill Collins	Indianapolis	18	22	DSQ	DSQ	23	1792	24	

## TED WINS MT. DORA REGATTA

The final event of the Florida week of Snipe racing was the invitational regatta held by the Florida Sailing Association at Mount Dora on March 15th. This was open to all classes and consisted of three races sailed 1 lap around a triangular course. 15 Snipers participated in this nightcap (the most active class) and Ted Wells won handily with Harry Levinson and Harry Allen his stiffest competition. (Harry sailed Whittemore's boat since this was not an officially sanctioned regatta). The day was quite eventful in that light breezes prevailed in the 1st race, changing to rainstorms with lots of wind in the P. M.

### FINAL RESULTS - MT. DORA REGATTA

BOAT	SKIPPER	ADDRESS	RACE	1	2	3	PTS.	Fin.
6025	Ted Wells	Wichita, Kansas		4	2	1	4490	1
10172	Harry Levinson	Indianapolis, Ind.		3	4	2	4534	2
11777	Harry Allen	Quassapaug, Conn.		1	5	4	4265	3
6995	Francis Seavy	Clearwater, Fla.		13	1	3	3828	4
10592	Serafin Arrojo	Havana, Cuba		9	3	5	3764	5
6260	Derek Peters	Atlanta, Ga.		2	9	8	3634	6
11559	Jerry Guardiola	Miami, Fla.		7	6	9	3405	7
11600	Jules Kroeger	Rochester, N.Y.		10	8	7	3206	8
6940	Allyn Stevens	Orlando, Fla.		6	DNF	6	3179	9
10519	Jim Morris	Miami		12	7	10	2958	10
11221	Bruce Cochran	Clearwater		5	DNF	11	2925	11
11475	Norma Smith	Miami		8	DNF	DNS	1818	12
10559	E.W. Giles	Daytona Beach, Fla.		14	DNF	DNS	1458	13
11316	Dick Edwards	Cuba, N.Y.		15	DNF	DNS	1405	14
11270	Mike Neal	Tarpon Springs, Fla.		11	DNS	DNS	900	15

# Yachting's

## 1959 One-of-a-Kind Regatta

The One-of-a-Kind Regatta, revived by YACHTING magazine after 5 years, was a great success, according to all accounts. Held at the Coral Reef YC, Miami, Fla., Feb 21-23 on Biscayne Bay, the 5-race series had entries from 39 different classes embracing about every idea and design of sail boat in the world. About half of them were new designs since the last regatta in 1954.

The outstanding performance was the smashing victories of the catamarans, or Cats. Only the big E and A Scows bested them in elapsed time and boat-for-boat, but the Cats and Sailing Canoe cleaned up in the final ranking based on corrected time. A complete ranking of the entries will be found in YACHTING.

Snipe, sailed by Francis Seavy with Frank Levinson crew, turned in a fine performance as far as she went, but was only able to compete in 3 of the 5 races, much to the disappointment of all. A stainless steel fitting and rudder pin broke off in the 3rd race and, in spite of efforts to continue after 2 laps, Francis had to withdraw. He did not have time to make repairs to get into the 4th race that afternoon. Thus the Snipe rating is based on an incomplete performance and really doesn't do the boat justice in that respect; however, such a breakdown is part of the risk that all contestants take and there can be no excuse made for equipment failure. It emphasizes again the importance of a strong rudder and fittings and also gives weight to the common charge that this is a weak point for many Snipes. However, 10 other classes suffered breakdowns (Star completed only 3 races) and had DNFs and DNSs as a result.

Seavy was in the top 10 boats when the mishap occurred and attracted attention by the fact he was "not back where he belonged" according to the advance dope. He got a 11-7-dnf-dns-20 and a ranking of 25 in final standings, preceded immediately by the Y-Flyer, Highlander, Raven, Thistle; he was ahead of Jet 14, Comet, Lightning, Flying Scot, Star, Interlake, and Rebel in order, among others. So we can have considerable pride with the showing, knowing that a full performance would probably have bettered the record. The winds were from 20-25 mph in very disturbed water and no light wind races at all. Seavy, as all know, is an excellent heavy-weather sailor and he beat many larger boats to the windward mark when going to weather, but then they would put on their spinnakers and take off on the runs and reaches. On a comparable basis, our team did fine work and SCIRA offers congratulations and thanks.

The series proved two things, according to Bill Robinson of YACHTING. (1) A new era of small boat sailing has dawned in 1959 with the development of the Catamarans; (2) A new technique in sailing for more speed will be a result. And just what is a Catamaran? He tells you in these words, "It is a boat with twin symmetrical hulls — each really a small, slender separate boat, joined by thwartship braces forward and aft and a bridge that forms a cockpit platform. The hulls have fine entry forward and a flatter run aft. On the prototype, they are of fiberglass-covered molded plywood. . . . Each hull has its own pivoting centerboard and the twin tip-up rudders are yoked for single action. The leeward board is used in beating, and the crew must learn the proper moment to switch boards in tacking.

The boats do not plane in the same manner as the conventional mono-hulled planing boat that must lift out of the water and level off on top. The catamaran hulls merely skim along like a pair of skis, with minimum resistance the major factor and light weight of paramount importance. They will slide along in a breeze that is just too light to pick up a planing boat and they flash along in phenomenal fashion when it breezes up. All previous theories in length-speed ratio can go out the window. . . . The rig and sail plans. . . include a rotating mast, transverse battens, luff spar for the jib and a self-winding drum for curling the jib. Transverse battens help the sail keep its best shape and permit holding a larger roach firmly. This allows greater sail area on a given mast height, keeping down weight and windage aloft and lowering the center of effort and capsizing moment.

(Continued on Page 10)

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## OLYMPIC CHAMP WINS

## MEDITERRANEAN TITLE



AFTER THE REGATTA -- (right to left) P. Humarau, Captain of the host Algiers Fleet, congratulates Paul Elvstrom, winner of the Championship, and his crew, Johansen.



He also visits the second place winners, Dr. Luciano Brambilla (left) and his crew, Tullio Pizzorno, (right).

During three days from the 9th to the 11th of last November, Snipe Fleet 386 of Algiers, North Africa, conducted the Fourth Mediterranean International Snipe Championship. Each year, at the same season, the best skippers of Europe and Africa meet each other in the warm bay of Algiers, where there is always wind and sun.

This year was no exception, for 60 boats were on the starting line from 7 countries: Belgium, Denmark, West Germany, Italy, Portugal, Switzerland, and France. The fleet of Algiers was represented by 30 boats. Among the names of the best skippers were Paul Elvstrom, 3 times Olympic Champion; Rolf Mulka, World Champion of the F. D.; Raymond Fragniere, the 1958 European Snipe Champion; Poissant, 1954 European Champion; Siegenthaller from Geneva; Suarez de Oliveira from Portugal; -- a most impressive list of top sailors! 3 officers from SCIRA also sailed: Vice-Commodore Le Pivert and National Secretary Dumas from France; National Secretary Poncet from Switzerland. Also, M. Guiauchain, President of the French Snipes Association, was present.

The 1st race was won by Paul Elvstrom with Dr. Brambilla, Italian Champion, close behind him. The 2nd and 3rd races were won by a good skipper from Algiers, Maurice Nibelle, who really excelled in the light, soft wind. The 4th race was held in a strong wind of Beaufort Force 5 and 10 boats capsized in an exciting period. Again, Elstrom led the way ahead of Dr. Brambilla and Rolf Mulka. The weather became very bad and the 5th race had to be cancelled. Elvstrom led in the general score with Dr. Brambilla 2nd and Poissant, 3rd.

A big "gala" dinner was held at the end of the races and many prizes were given to Snipe fans, many of whom came thousands of kilometers to Algiers to take in the event. The following day, competitors were taken by plane for a day-trip in Sahara to visit petroleum installations. It was a most successful regatta, which we hope to repeat next year.

— Gerard Tine.

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## SNIPER NEWS IN BRIEF

Seems that the Sunshine Regatta in Miami was anything but that! Miami sailors themselves confess it really was bone chilling with a high of 52 and wind 22 mph. Georgia sailors thought that was awfully sad, but, since it gave an excuse to take aboard some "high octane", everyone had a good time. Carlos Bosch, a hot Cuban anxious to get home and in out of the cold, scored 2-1-1 for high honors and Norma Smith gave the boys a good lesson with 1-3-2 for 2nd place. Considering that Orr, Guardiola, Morris, and Kroeger were also-rans, she did a mighty fine job! . . . . Cousin Fred Pember has been elected Commodore of the big Atlanta Yacht Club, the first time a Sniper has made that high rank. Congratulations to the AYC for recognizing a real sailor! . . . . When Martha Hanson of Chautauqua, N. Y., confounded the large fleet of Snipers by winning at Atlanta, they all gave the blond young lady of 19 years and her old boat -3929- a close inspection. The "Kitten" carried the jib stay 14 1/2" aft of the stem; the mast 66 inches aft, fairly tight shrouds, and the jib fairleads mounted right at the sheer. Interesting information, at least! . . . . John Rose still has a couple of months in the Coast Guard on the West Coast, but he is making plans for an active sailing season. He recently bought Clark King's 7676, a Mills boat which won the U. S. Nationals in 1950 and again in 1956. Oklahoma, here we come? . . . . Fleet 91 at Springfield, Illinois, distributed a Snipers IQ test at a recent meeting composed of 10 pertinent questions on Snipe and SCIRA which every Snipe should know if he had read BULLETIN articles on rules, sailing tactics, SCIRA organization and activities. The checked answers revealed that the most missed questions were where the 1959 U. S. Nationals would be held and just what Commodore Schenck had to say in his article on beating to windward. Guess it proves that many sailors don't read helpful hints when an expert bothers to give them the dope -- and then they wonder why the other fellow always beats them. But that is human nature; you always regret you didn't read the traffic laws when the cop is writing out the ticket and it's too late to use the knowledge. . . . American Marine, Ltd., of Hongkong has purchased a set of Snipe plans and expects to get a few Snipes in the local waters. SCIRA would like nothing better than an official fleet there. . . . The late Clube do Rio de Janeiro, the oldest Fleet in Brazil (159) promoted elimination races for the Pan-American team during February. Results are not known yet. . . . Frank Barber, North Cove Fleet 127 of New Hampshire, and deadly rivals of the Winchester, Mass., Fleet, says it was their pleasure to prove that their cow pasture fleet could operate efficiently without centerboards to the chagrin of Clarence Borggaard, the Marblehead Race Week winner. This derider of the Mountain Boys was unable to match either of their boats in a regatta held on Lake Massabesec, N. H., and now adverse criticism has been silenced -- at least until a rematch is sailed again this summer. Frank says last year surpassed past seasons in all phases of Snipe sailing on local waters. "We had more boats with better equipment than ever before. Needless to say, competition was considerably keener as a result. I personally dropped in standing from the usual 4th or 5th to 8th. My plans for this year are a new boat, new sails, and a copy of Ted Wells' revised book. Wish me luck!". . . . For many years, the checks of the Bank of Clearwater feature racing Snipes in the background of the checks furnished to all customers. 2682 and 1082 are the boats depicted. . . . John Rose visited Dave North up in Seattle, Washington, and has this to say: "Dave is anticipating an increase of 4 to 6 Snipes in the Corinthian YC (home base of Fleet 444), which should bring the total to around 18 Snipes here. Prospects look good in this area because the city is "boat happy" and several of the well-established local classes are on the downswing, which might rebound in an upswing for Snipe popularity -- provided we can get some recruits. Dave has certainly done a yeoman's share of work in getting the fleet going, and the Corinthian YC is ALL sailing, which helps the promotion of the cause considerably. . . . .

In addition to the U.S. team, Commodores Whittemore and Levinson are planning on attending the event, if not competing in it. If anyone else expects to go or to be in Brazil then, please let us know at once. We may need official representatives, etc.

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### TACKING CLOSE ABOARD ANOTHER BOAT

The rule about tacking close aboard another boat in the present NAYRU rules is very clear and I hope doesn't get changed back where it used to be as a result of the wedding of NAYRU and IYRU rules.

The rule is really very simple and, if people would read it carefully, then follow through in exact accordance with the rule, there should not be as much screaming as there is on this subject. A pretty fair part of the screaming, I'm convinced, is done by people who don't understand the rule.

It is simply this -- the right of way boat does not have to do anything (except hold his course and not bear off to hinder the tacker) until the sails are filled on the tacking boat. The boat that has completed the tack can be standing still in the water, just bouncing up and down in a heavy chop, for example, but, as soon as his sails are filled, the former right-of-way boat must then start to avoid hitting the other boat - by coming about, luffing up, bearing off, or whatever means he chooses.

NAYRU Appeal Decision Number 50 held that a Lightning which, in a light wind, held his course for three seconds after another boat had tacked in front of him and only 6 to 10 feet clear ahead, had automatically proven that the other boat did not tack too close, since the other boat was still clear ahead by three or four feet after three seconds when the following boat decided to tack and get out of the back wind.

With higher winds, more room would, of course, be required; also, this is another one of those places where you are guilty until you prove yourself innocent if you tack close and get protested. Proving you are innocent may be difficult. The right of way boat is not supposed to bear off while you are tacking for a safe leeward, but how can you prove there wasn't a wind-shift while you were tacking if the other boat either accidentally or on purpose shows up quite a bit to leeward of where you think he should have been?

The most dangerous thing to do is to take the calculated risk of going from port to starboard tack right at a mark, either under or in front of an approaching starboard boat. In this case, the starboard boat can bear off if he has overstood the mark, and he will not be inclined to take too charitable a view of your tacking close to him; in fact, he may be quite prejudiced!

I believe, however, that many skippers would be very much surprised (mainly those who complain bitterly about boats tacking close to them) if the next time they would just play through the rule by the numbers - just sit there and do nothing until the other boat's sails are filled, then start to avoid him. You can tack awfully close in front of another boat if you can only depend on the other guy really knowing the rule in the first place and not getting excited in the second place, but discretion is often the better part of valor.

### SPRAY DEFLECTING SHEER MOLDINGS.

I put a 3/4" wide spray deflecting sheer molding on both my Snipes last fall, using mahogany. After one week end regatta, even with light winds, these were pretty badly beaten up. An extremely hard wood should be used for this purpose. When the permissible dimension was increased to 1 1/4", I added a piece of maple on the outside. Any sheer molding 1 1/4" wide will have to be laminated, steam bent, or put on in tow pieces. The two piece idea is a good one as you can replace a simple square or rectangular piece when it gets beaten up. Mahogany is fine

for the inner piece as it holds screws well but isn't as difficult to work as the hard woods. I chose maple for the outer piece as it is as hard as anything except teak, and is easy to paint.

### (ONE-OF-A-KIND REGATTA from Page 7)

With no firm part of the hull available to anchor the jib-stay (rigged to a bridle), there is trouble in keeping the jib luff taut. Use of a luff spar solved this problem. It is free on the jibstay, held down by gravity, with the stay and jib halyard inside it. The jib halyard goes through a sheave on the upper end of the luff spar, not on the mast, and cleats to the bottom of the luff spar. The spar also serves as a roller for furling the jib, which can be done quickly by means of a drum. This gets the jib out of the way quickly while setting the spinnaker.

Olsen (the winning Cat skipper) found catamaran sailing to have some different problems and approaches, with much more concern with apparent wind. There are situations in which a conventional boat would head up where a catamaran falls off. It is futile to try to eat by to windward of someone. Standard catamaran procedure is to drive off, gathering enough speed in the process to make up for the distance lost to windward. As a result of these feats of the Catamaran. . . . many more people will think of these problems in the future. "

It will be interesting to see what happens from here on out -- 1959 might really mark the beginning of a new era for hull design, speed, etc., but we predict that a good little conventional boat like Snipe is still the answer to the desire for an all-around racing boat for general use and that Snipe will be a leader with increasing popularity throughout the world. It's the greatest!

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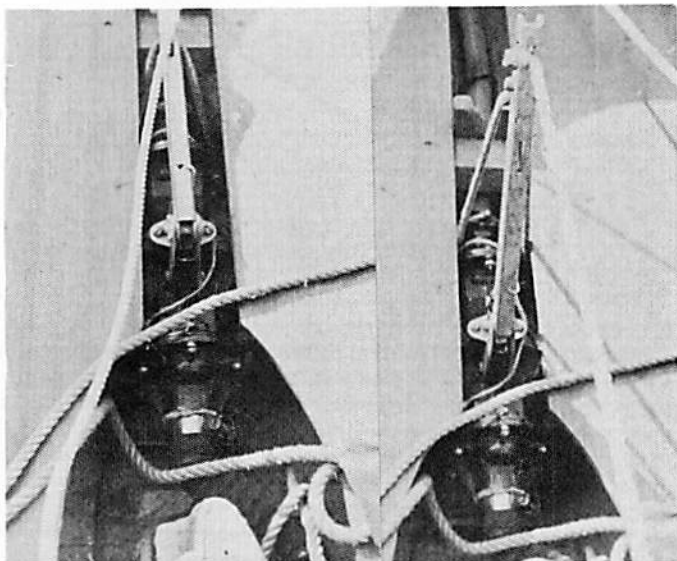
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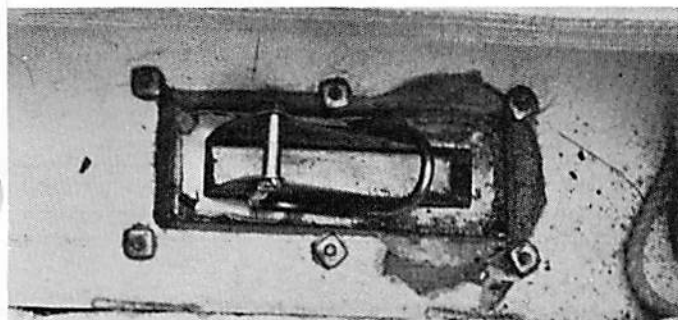
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# ANOTHER BOSCH REPORT

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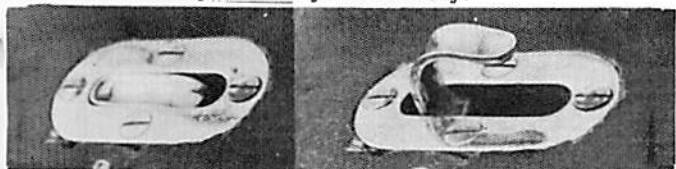


Here is a very elaborate mechanical pump, shown in position on the bottom of the boat between the floorboards. It is operated by hand lever: (left) the lever is down out of the way when not in use; (right) lever at top of the stroke, pulled there by a short piece of line which enables one to work the pump from any position on the boat.



In June 1955 and June 1956 BULLETINS, Wells discussed a self-bailing gadget used in England. Here are two examples of such devices actually in use on Snipes. The one above is quite popular and has been in existence for some time. It is fitted into the first plank on either side of the keel close to frame 3, the lowest point of the hull, and bolted securely into place, using bedlast to make it leakproof. The triangular channel is precision-fitted and works on a hinge pivot at the small end; when water is in the hull to be drained, you push down on the top pin at the wide end; when through, pull it back into closed position with the ring loop. The water is pulled out of the hull by the suction or vacuum created by the speed of the boat over the water surface. Used when on a run and a reach, and some have two such pieces, one in each board on both sides of the keel, so that you can switch from one to the other according to the heel of the boat when you tack going to windward. But since the success of the operation depends on the speed of the boat, the valve is used mostly when planing at steady speed on small waves.

The one below is another version of the same principle, showing both closed and open position. They are both rather expensive and, since they need constant watching when in use, probably will not be too popular; however, most of the Snipes at the Western Hemispheres in Nassau were equipped with the first model and reported very satisfactory.



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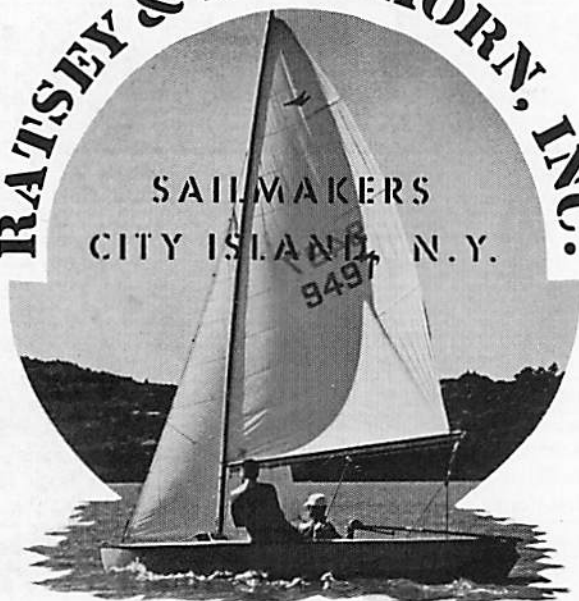
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## — SANCTIONED RACE DATES —

- May 9-10 COTTON CARNIVAL, Memhis, Tennessee. Dr. Malcolm Stevenson, 1469 Poplar Ave. , Memhis 4, Tenn.
- May 15-16 SPRING CHAMPIONSHIP Regatta, Shreveport, -17 La. William H. Wise, 3140 Sandra Dr. , Shreveport, Louisiana.
- May 23-34 SOUTHERN Regatta, Lake Chickamauga, Tenn. John Wesley, 2207 Ashmore Ave. , Chattanooga, Tennessee.
- June 21-22 OHIO OPEN CHAMPIONSHIP, Cowan Lake, O. Tom Mooney, 3678 Clifton, Cincinnati, Ohio.
- Aug. 29- PAN-AMERICAN Games, Lake Michigan. Sept. 4 Jackson Park, Chicago, Illinois.

It is evident from the small number of sanctioned regattas listed above that the present system of District Governor approval is not working too well. In past years, most sanctioned dates have been published by this time; this year, it will be the middle of May before sailors know the actual dates. Already complaints have come in, for many vacation plans have to be made months in advance. Considering that some race schedules are made up months in advance, there is small reason why those dates should not have been approved and published many week ago. Many factors have entered into the common delay, but official sanction can not be given at SCIRA until the application is made at the national headquarters, and to-date, not one list has been received from a District Governor. The system will have to be revised or "tuned-up" for another season. In the meantime, bear with us! Dates will be published as soon as received and sanctioned.

THE FOURTH ANNUAL  
**COTTON CARNIVAL REGATTA**

May 9 - 10

MEMPHIS

Contact:

Dr. Malcolm Stevenson, 1469 Poplar, Memphis 4, Tenn.

*SHREVEPORT*

SNIPE SPRING CHAMPIONSHIP REGATTA



MAY 15-16-17



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