

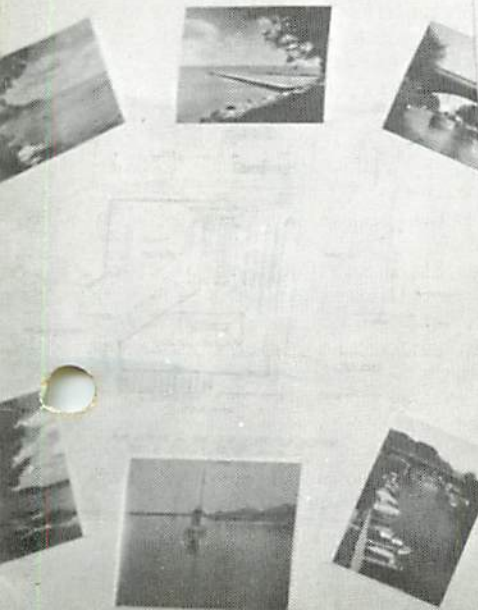


SNIPE BULLETIN

Vol. X - APRIL 1961 - No. 11

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SNIPES BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,
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\$2.00 Per Year.

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

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

Concerning the Cover

With the close of the boat show season, enthusiastic reports of success from Snipe booths are being received. From the biggest shows in New York and Chicago down to many smaller ones as in Denver and Springfield, Missouri, countless Snipers volunteered to display their boats and praise Snipe and SCIRA on a purely amateur basis. They tried to "sell" their hobby to others. And in many other parts of the world, Snipe has been displayed in boat shows for the first time. Londoners got a good look at the boat, as did the Scandinavian countries. The picture of the Oakville Fleet 321 booth at the Toronto Boat Show is typical of the ingenuity displayed by the exhibitors and also reveals one reason why SCIRA is such a successful organization.

— THE SCORE —

Numbered SNIPEs — 12972

Chartered Fleets — 515

In the last 60 days, 98 new numbers were issued to 8 different countries as follows: U. S. 29, France 20, Sweden 20, Switzerland 10, Brazil and Uruguay 6 each, Canada 4, Portugal 2, and Denmark 1. This is about the average yearly rate, but with many boats now nearing completion for the start of the new sailing season at this time of the year, you can reasonably expect some increase in the immediate future. While many groups are thinking about it or working on requirements, no new fleet charters were actually issued during that period.

THE COMMODORE SAYS

WHY DO THEY DO IT? Few people knew more than Bill Crosby about designing hard chine boats, and SNIPES was his masterpiece.

Yet smart guys still think that by fiddling the lines along within the tolerances, they can produce something better and faster. This annoys Committees, wastes measurers' time, and may lead to a wasted journey. Of all the International Regattas I have attended over the years, only one was won by a boat that was not in the middle of the tolerances everywhere and that one required the use of a chisel and plane before it was allowed to sail. So — don't do it!

One thing that makes for the success of a regatta is prompt and accurate information about scores. Sweden excelled in this. As soon as a race was over, Svend Rantil dashed for the shore in a fast motor boat, doing his figuring all the way. In the club, he got busy with a duplicator and before the boats were snugged down, each competitor was handed a sheet with the result of the just-finished race and the total points up to date. I call that service.

I saw the Swiss apply a new strategem in one race. It was a windward start and it was doubtful which end of the line was the better. Some little time before the start, the two Swiss boats set off simultaneously from opposite ends of the line and on

opposite tacks. The one that crossed the other had obviously started at the better end of the line - and there they both went for their official starts. There is always some room for smart thinking in boat racing.

Frank Penman

PRINCIPAL SAILING RULES of the North American Yacht Racing Union

12th EDITION FOR 1961 NOW OFF THE PRESS!

Last year, through the generosity of Fearon D. Moore, SCIRA was assigned all rights to the publication of that famous little booklet "PRINCIPAL SAILING RULES" as interpreted by Mr. Moore and published by him for several years. We printed the 11th Revised Edition and sold and distributed several thousand copies to sailors and yacht clubs all over the United States.

With the objectivity of producing a low-priced reference and text book which is easily available to all sailors, SCIRA is now placing on sale the newly revised 12th Edition. This is a revision necessitated by the adoption of joint rules by the IYRU and the NAYRU last November and represents many hours of "labor of love" by Mr. Moore, now retired to Hawaii. Famous for his interpretation of sailing rules for many years, Mr. Moore's many friends will be pleased to know this illustrated pamphlet is available as in past years. Twenty years ago, the 1941 Rule Book showed, in addition to a Rules Committee, an International Rules Committee, and it was composed of just two men, Fearon D. Moore and William Crosby. Of interest is this statement of policy issued by them:

CREED OF THE RULES COMMITTEE

IN SO FAR as possible, the competition shall be between the actual contestants and shall not involve the skill of designers and boat builders. In general the boats shall be alike in physical detail of form and appearance; and expensive or so-called deluxe construction is to be avoided. . . . It is recognized that due to variation in materials and the practical conditions of sailing such items as the finish of bottoms and topsides, contour of sails, balancing of rig, and position of sheet leads cannot be kept even approximately uniform; and they are therefore left to the individual's discretion in tune-up. . . . However, it is the purpose of all restrictions in the plans, specifications, and limitations to have all hulls, spars, and standing rigging as nearly alike as possible, in order to test the seamanship and skill of the individuals racing. Any variation which violates the spirit of this paragraph shall subject the offender to suspension of his racing certificate by the local measurement committee until the necessary correction has been made and approved by such measurement committee.

FEARON D. MOORE,
International Rules Committee.

Thus Mr. Moore's association with Snipe has been close and his interest in Snipe has never waned. SCIRA is indeed lucky to have such a warm and notable friend.

The booklets are the same price as last year - 50¢ each or 20 for \$5.00 postpaid available only at SCIRA headquarters.

Group Insurance Policy for Snipe Owners —

Terms and conditions of a low cost, broad coverage group insurance plan for SCIRA members all over the world have been issued by the Boston Insurance Co. This very favorable offering covers all phases of damage and liability, including wind and storm insurance, and is predicated upon a substantial segment of Snipe owners purchasing the plan, subject to all state and local laws. For further details, write to J. Francis Maher, East Ohio Gas Bldg., Cleveland 15, Ohio.




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" Look Here, Breeze Cats, if Y'all think the No'Count Regatta is the No 'Countest, the Halloween the Spookiest, the Cracker Barrel the tastiest (real sharp Chedah) - then the May 6-7th Memphis Cotton Carnival Regatta will be the fluffiest, the whitest, and the speediest Regatta what is. Yeah, Cat, you'll have the speediest 10-15 mph breeze under the fluffiest clouds you never did see where you can race against the sportiest, friendliest, sailing'est skippers there ever was. Like why don'tcha come see if you can beat 'em. Man, Man! That's what they say about the South - it's Memphis Cotton Carnival time down in Dixie!

It's in the cool of the evenin' after the sailin's done that the fun begins. Saturday night, it's Rock and Roll, Hoe Down, Jazz, and Cha Cha, too - you name it, and you will get it from the best Combo of pros, what can really give. The drinkin' and the eatin' and the drinkin' and the dancin', all takes place at that emporium of educati'n, known to all as " De University Club". They'll let you in ifen you ain't seen the 5th grade.

Do you dig it, folks? Don'tcha be an oblong or ev'n a square; get wid it into orbit and wheel on over 'cause it'll be the best cotton pickin' Regatta anywhar. Let's see ya' May 6 an' 7th." (This will bug the many Snipers in the rest of the world who are learning English. Excuse, please! - Ed.)

NELMS KEEPS SOUTHWESTERN CROWN

Louis Nelms proved that he was a real champion when he successfully defended his title against 41 entries at the 1960 Southwestern Regatta held on White Rock Lake over Labor Day. He was only 41 points ahead of the second place winner, but that was enough to enable him to wear his crown for another year.

Capricious winds were the chief topic of conversation at this regatta. They blew from everywhere and all had special tall tales of their experiences (alibis?). But enough fact remained that the normal 5 race series had to be cut down to 3.

The light air contributed to several DSQ's, particularly in the 2nd race which saw two of the leaders disqualified when attempting to round the windward mark from a port tack. Louis Nelms, the winner, squeezed through by inches in the same incident.

Nominee for the happiest man at the regatta goes to Wally Walsdorf, the 2nd place winner. Newcomers to the winning circle, Dick and Helen Gabler in 5th, and Jim and Donna Crawford, also wore their best smiles.

The large number of entries established a new high for Snipe activity in the Southwest. The oldest Snipe, No. ONE, was present, as were many of the newest, 12543, 12549, and 12550. The White Rock Sailing Club was very proud and gratified at the turnout and promises to add more facilities for the next regatta. Looks like Snipe racing has arrived down h'yar.

— Henry Towles.

Final Results - 1960 SOUTHWESTERN REGATTA -(top 24 boats)

BOAT	SKIPPER	RACES	1	2	3	PTS.	FIN.
11622	Louis Nelms	7	2	4		4046	1
11793	Wally Walsdorf	10	1	3		4005	2
11888	Warren Castle	1	9	5		3920	3
11209	B. G. Horner	8	5	2		3906	4
5824	Dick Gabler	5	4	6		3890	5
11620	Sam Mueller	6	6	8		3539	6
10370	Bill Kilpatrick	9	3	10		3429	7
12334	Jimmy Zars	4	DSQ	1		2969	8
12550	Bob Cummings	14	10	7		2846	9
23	Jim Crawford	3	DSQ	9		2468	10
11819	Joe Antilley	2	DSQ	15		2207	11
10215	Louis Kuntz	20	8	16		2155	12
11370	Joe Becker	16	7	22		2142	13
12139	Alex Eastus	21	11	14		2029	14
10533	Willie Rotzler	13	21	12		2025	15
11611	Jim Bookhout	12	23	19		1649	16
1	Dick Sorenson	15	14	26		1630	17
12006	Jim Russell	26	13	17		1585	18
4208	McElwaine	17	27	13		1556	19
11820	Dick Elam	11	17	DNF		1480	20
9096	Finis Collins	24	12	27		1326	21
11959	John Crutchfield	23	15	23		1318	22
10639	Norman Tanner	19	16	28		1278	23
11265	Henry Towles	22	28	18		1059	24

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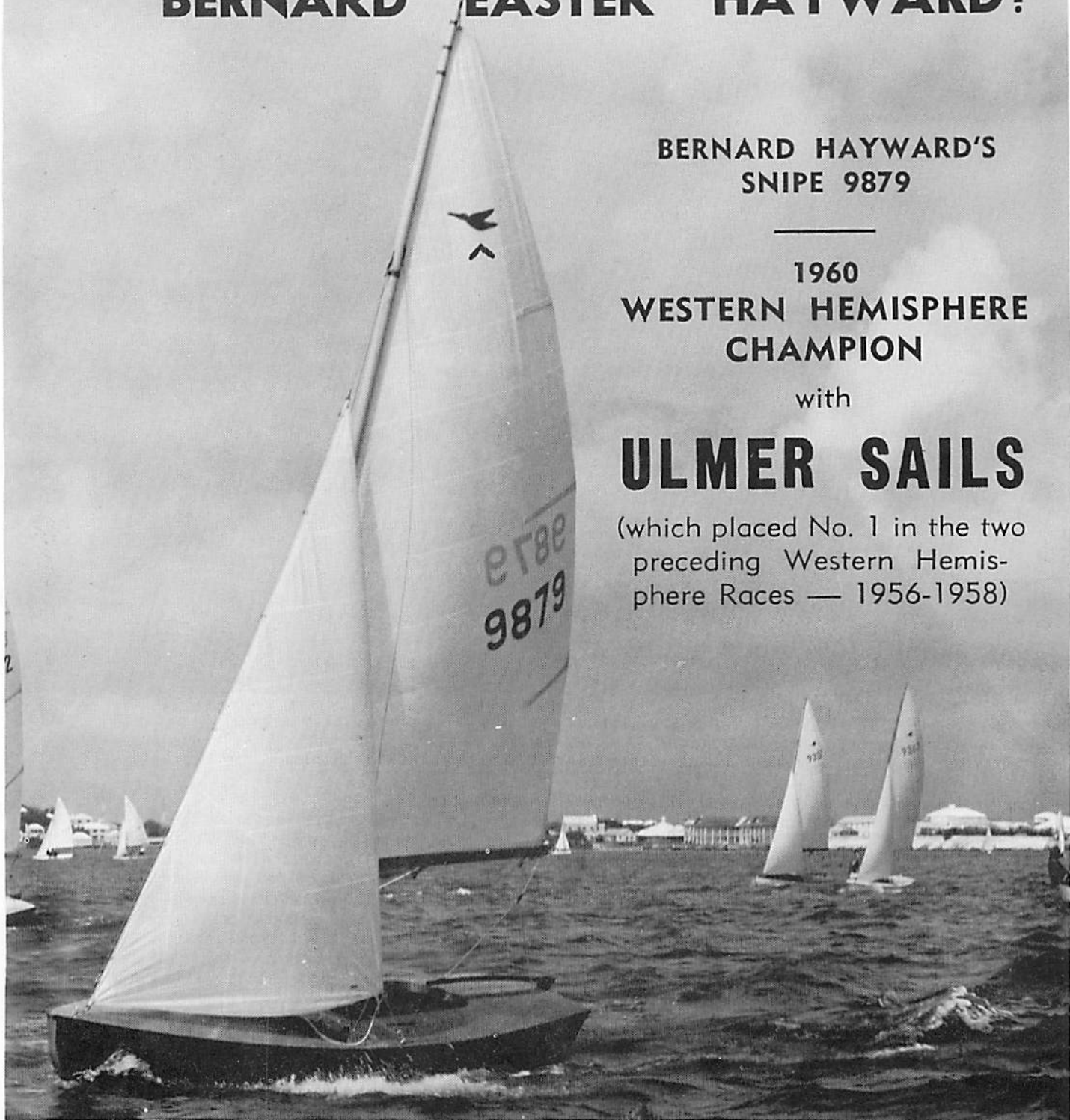
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Morgan Is Clearwater Midwinter Snipe Champ

DEFENDING CHAMPION SEAVY SECOND — WELLS THIRD



WINNERS COLLECT THE PRIZES -- Ed Ralston, Commodore of the Clearwater Yacht Club, hands the big SCIRA trophy to Charles Morgan. Standing next to Ralston is Dr. Don Cochran, Jr., master of ceremonies at the Friday night banquet. On the right is Dan Breeding, crew, who holds the special CYC 50th Anniversary Gold Cup, also won by Morgan. —Sun Photo.

Charles Morgan of St. Petersburg, Florida, but a member of Clearwater Fleet 46, will long remember his sailing record of the past few months. A 31-year old sailor with salt water in his veins, he loves the water and everything that floats on it. His biggest claim to national fame is the fact he designed and built the "Paper Tiger", a yawl that captured the Southern Ocean Racing Championship this past winter.

But the Midwinters proved that he is also a pretty good Snipe racer, if there was any doubt about it. Sailing Guy Roberts' old Snipe 6156 (which he rebuilt and furnished with a 30-lb aluminum board and his own make of sails last summer), Charlie proceeded to win the 1960 District 4 Championship and the Florida State Championship before going to the Midwinters. There against tough competition second to none and comparable to the National standards, he sailed a consistent series of 1-3-3-4-3-8 to wrest the trophy away from his club mate and arch rival, Francis Seavy, the defending champion. Morgan and Seavy had duelled the week before in Miami for the State title, and this turned out to be a repeat performance for them.

Seavy had a voluntary DSQ in the 1st race, following it up with a 2-2-9-2-2. Allowed to drop the worst of 6 races sailed, Seavy dropped his DSQ while Morgan crossed out his 8th to give him the title. Even though Seavy actually defeated Morgan in 4 of the five races he completed, his 7108 points were 193 behind the winner's 7301 total. Morgan's consistency in 6 races was an outstanding performance and thus he deserved to win the top honor. Ted Wells of Wichita was the 3rd place winner with

7021 points.

This 24th annual regatta was sailed March 7-10th on the Gulf of Mexico with the Clearwater Yacht Club as the traditional host. 30 entries from 11 states, Canada, and Bahamas participated in the Tuesday to Friday 6-race schedule. They were lucky to get all races in. Sailing the first race in the Gulf Tuesday afternoon in winds of 8-15 mph, they were forced to move into St. Joseph's Sound off Dunedin for 2 races on Wednesday when 15-22 mph winds made sailing difficult on the open waters of the Gulf. This is the regular inland area used in many regattas, including the 1960 Nationals last summer. But when a strong cold front moved in overnight from the NW, they had to cancel Thursday's events. Friday dawned sunny but cold, but with ideal winds of 12-15 mph from the north and by moving again into South Bay, a more sheltered area south of the causeway in front of the Belleview Biltmore Hotel, they succeeded in sailing the last 3 races on an Olympic course with starts at 12:12, 1:42, and 3:22 P. M. This was quite a feat and strain on the sailors. First place winners were Harry Levinson, U. S. National Champ; Dick Tillman, 1959 National Champ; and Terry Whittemore, 1959 Midwinter winner. With Seavy and Wells fighting for seconds and thirds and Alan Levinson, Harold Gilreath, and Godfrey Kelly also trying to break in, it was a real test of sailing and quite a rugged afternoon for all. Morgan and his crew, Ben Breeding of St. Pete, admitted they were dogtired after being chased so much by such a pack of eager skippers. They felt like they were being pursued by pirates. Good psychology, at that!



CLOSE ACTION - Sails of 6156 and 6995 almost touch each other

The banquet Friday night was an unusually attractive affair with everyone high in praise of the CYC and the committees in charge. Headed by Art Kisby and Don Cochran, Jr., the experienced personnel of the various committees turned in an excellent job. The highlight of the evening was the great appreciation for the tremendous regatta staged there every year. One look at the organization tells the story.

This was the CYC 50th Anniversary Year and a gold cup trophy was awarded to the high point Fleet 46 Snipe to commemorate the event. And no one else but Charlie Morgan won it! They also inaugurated a new trophy presented by Morgan to the high point Junior boat from any fleet entered in the Midwinter regatta. A perpetual plaque, conceived by Morgan and built by Seavy, it is a scale half-model of a Snipe, painted white and mounted on black formica. Miss Marilyn Swan with her crew Barbara Levinson, both of Clearwater, and the only two females in the regatta, became the first winners.

The regatta this year was the largest in recent years and the sponsors are much encouraged by the enthusiastic attendance. Looks like this fact presages more than usual interest in the forthcoming Nationals this year and the honor of representing the U. S. in the World Championships. It certainly is fair warning to all of what to expect! — Ed Haver and Naomi Seavy

FINAL RESULTS - 1960 MIDWINTER CHAMPIONSHIPS

BOAT	SKIPPER	HOME TOWN	RACES	1	2	3	4	5	6	PTS.	Fin.
6156	Charles Morgan	St. Petersburg, Fla.		1	3	3	4	3	8x	7301	1
6695	Francis Seavy	Clearwater, Fla.	DNF	2	2	9	2	2		7108	2
6025	Ted Wells	Wichita, Kansas		3	8	1	3	8x	3	7021	3
12192	Harry Levinson	Indianapolis, Ind.		2	5	4	1	7	7x	6942	4
10350	Dick Tillman	Lake Wawasee, Ind.		8	1	6	8x	1	4	6883	5
7432	Terry Whittemore	Middlebury, Conn.		4	9	11x	10	4	1	6323	6
8652	Alan Levinson	Indianapolis, Ind.	DNF	4	5	2	9	9		6234	7
10652	Harold Gilreath	Atlanta, Ga.		9x	6	7	7	6	5	6058	8
9026	Godfrey Kelly	Nassau, Bahamas		12x	7	8	5	5	11	5737	9
10546	Courtney Ross	Clearwater		6	10	13	14	10	17x	4660	10
8598	Artie Karpf	New York, N.Y.		14	14	DNF	6	14	10	4373	11
12056	Greg Greunke	Clearwater		15	17x	12	12	13	6	4367	12
11600	Carlos Bosch	Miami, Fla.		13	DNF	10	11	12	12	4327	13
12453	Paul Betlem	Rochester, N.Y.		21x	13	14	16	11	14	3767	14
10175	Dr. Don Cochran, Jr.	Clearwater		7	20	20x	15	16	15	3574	15
11316	Carl Zimmerman	Akron, Ohio		11	19	22x	17	15	16	3261	16
9361	Richard Edwards	Cuba, N.Y.		18	23x	19	13	21	13	2981	17
7435	Dr. Sam Norwood	Atlanta, Ga.		19	15	18	18	20	DNF	2659	18
7120	Derek Peters	Atlanta, Ga.		23x	16	16	21	22	18	2540	19
11111	John Nicholson	Groton, Conn.		27x	18	17	19	19	21	2473	20
9739	Marilyn Swan	Clearwater		17	25	25x	22	18	19	2206	21
10518	Don Newcomb	Lake Lotawana, Mo.		22	22	DNF	20	17	20	2180	22
11811	Harry Allen	Miami		5	12	DNF	DNF	DNF	DNF	2137	23
10947	Tom Hecker	Green Lake, Mich.		24	11	15	-	-	-	1865	24
12750	Howard Richards	Oakville, Canada		10	21	21	-	-	-	1761	25
12137	Waj. M. Ricardi	Montgomery, Ala.		25	DSQ	9	-	-	-	1401	26
12024	Robert Lane	Clearwater		16	26	24	-	-	-	1139	27
12008	Bert Verwey	Jacksonville, Fla.		20	24	23	-	-	-	1054	28
12816	Dr. Robert Mitchell	Springfield, Mo.		28	DNF	-	-	-	-	313	29
	John Angott	Green Lake, Mich.		26	-	-	-	-	-	225	30

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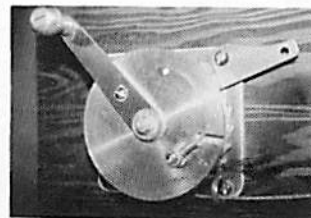
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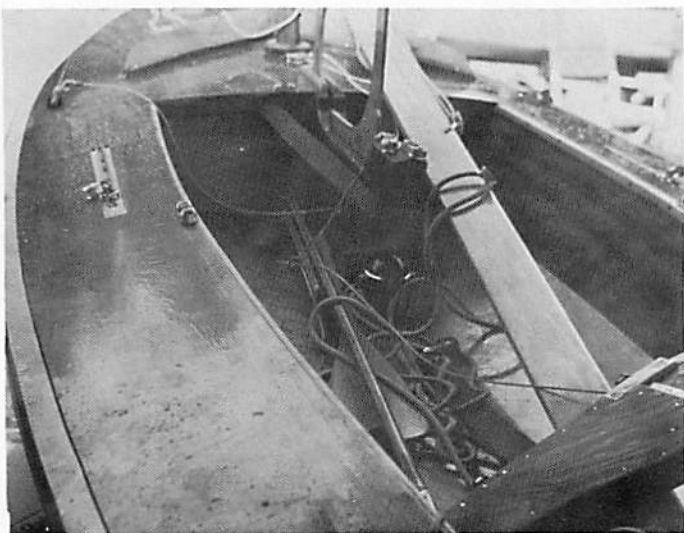
The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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OUR HARRY, IN A TOUGH FIGHT, WINS ANOTHER ONE

JIM RICHTER ALMOST TAKES INDIANA STATE TITLE AWAY FROM HIM - PAUL ZENT THIRD WITH 3 SECONDS



THE WINNING BOAT - Plywood hull built by Frank Levinson of the Clearwater Bay Marine Ways, Inc., for use in the 1960 U.S. Nationals. Note the cut-down trunk, solid floorboards, only one track, rudder kept in a press or form (?).

The Indianapolis Snipe Fleet played host to 47 boats for the Indiana State Open Championship Sept. 10-11th. And Harry Levinson, current National Champion, won by the narrowest of margins over fellow Indianapolis skipper, Jim Richter. They actually tied in point totals for the three race series, so the winner was decided on who beat who the most times. The regatta was sailed in divisions due to the large number of entries, so in only one heat did Jim and Harry sail against each other. Harry beat him then, and with that victory went the championship and title.

Paul Zent sailed very consistently and finished second in all three of his races. Ordinarily, in a 47 boat fleet, this should have been plenty good enough for a solid first.

Results were not decided until the final race in which Levinson nosed out Brad McFadden of Atlanta.

Indianapolis sailors swept seven out of the first ten positions with visitors Lee Thompson, McFadden, and Sam Chapin taking the other three.

Winds were light to medium and northeasterly in direction. This afforded perfect courses as the boats were the length of the reservoir. No one finished the regatta with the complaint that there wasn't enough windward work.

One of the happiest skippers from Indianapolis was Bud Hook, who didn't even get to sail this year. He coregisters his boat

with young Jim Richter, who, for several years, has attended many of the major regattas in this country with Bud, usually as his crew. All of this experience under Bud's direction is starting to pay off, as witness this well-sailed series by Jimmy.

Unanimous opinion was that Fleet Captain Bob Forbes really did a terrific job during his term of office, climaxed by this 'best ever' regatta. He sent out regular newsletters to all members and directed all activities, which reached a new high, which is saying something for this progressive bunch. Plans are already being made for this year's regatta and you should come next September.

FINAL RESULTS

1960 INDIANA STATE OPEN CHAMPIONSHIP - Sept. 10-11

SKIPPER	CLUB	RACES	Pts. Fin.
H. Levinson	I.S.C.	3-1-1	4,644 1
J. Richter	I.S.C.	1-1-3	4,644 2
P. Zent	I.S.C.	2-2-2	4,563 3
A. Levinson	I.S.C.	6-2-1	4,346 4
L. Thompson	Akron	3-4-3	4,257 5
J. Call, Sr.	I.S.C.	1-7-4	4,125 6
B. McFadden	Atlanta	5-6-2	4,042 7
S. Chapin	Springfield	2-7-5	3,973 8
R. Payne	I.S.C.	4-3-7	3,969 9
T. Scanlon	I.S.C.	5-5-6	3,817 10
W. Krieg	I.S.C.	6-3-9	3,693 11
S. Salzenstein	Peoria	7-8-9	3,269 12
R. Bigham	Cowan	8-6-11	3,214 13
R. Hayes	I.S.C.	4-DSQ-5	2,921 14
F. Suesz	Cowan	DSQ-5-4	2,821 14
M. Schoenberger	Cowan	12-10-10	2,763 16
J. Harmon	Atlanta	21-8-6	2,714 17
W. Norwood	Atlanta	9-12-12	2,706 18
R. Forbes	I.S.C.	18-9-8	2,642 19
D. Allen	I.S.C.	7-14-16	2,510 20
D. Peters	Atlanta	8-DSQ-7	2,501 21
H. Robinson	I.S.C.	17-9-11	2,500 22
J. Call, Jr.	I.S.C.	9-DSQ-8	2,369 23
R. Buckingham	Portage	13-11-15	2,360 24
K. Daniels	Cowan	14-12-13	2,354 25
W. Collins	I.S.C.	12-14-14	2,299 26
W. Hancock	I.S.C.	20-4-21	2,210 27
B. Canterbury	Peoria	11-15-16	2,201 28
J. Johnson	I.S.C.	16-13-14	2,138 29
S. Sherriff	Gull	15-11-18	2,105 30
A. Steffan	I.S.C.	13-13-18	2,097 31
T. Heikel	I.S.C.	10-DSQ-12	2,058 32
R. Chestain	I.S.C.	16-10-20	2,027 33
T. Mooney	I.S.C.	10-16-DNF	1,875 34
C. Buschmann	I.S.C.	18-15-17	1,781 35
D. Jaynes	Cowan	15-18-19	1,689 36
A. Atkins	Cowan	20-20-13	1,666 37
A. Draper	I.S.C.	19-17-17	1,636 38
P. Dawson	I.S.C.	23-17-15	1,576 39
P. Poe	I.S.C.	DSQ-DSQ-10	1,506 40
P. Tuerk	I.S.C.	21-16-22	1,386 41
M. Disney	Cowan	17-19-DNF	1,384 42
A. Thomas	I.S.C.	19-18-DNF	1,337 43
N. Lockwood	I.S.C.	14-DSQ-DNF	1,309 44
B. Howe	Diamond	11-DNF-DNS	1,224 45
R. Tate	Cowan	22-22-19	1,206 46
R. Foster	Cowan	22-21-23	1,085 47

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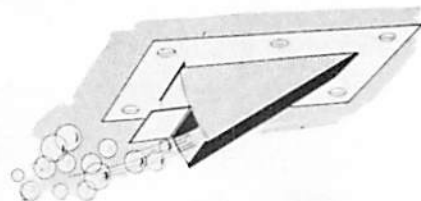
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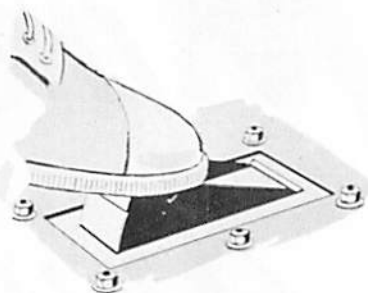
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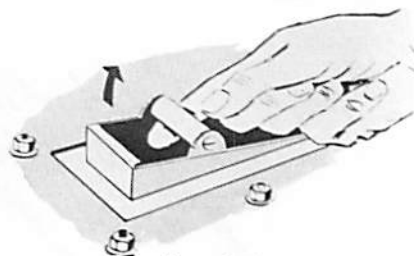
The original Elvström bailer



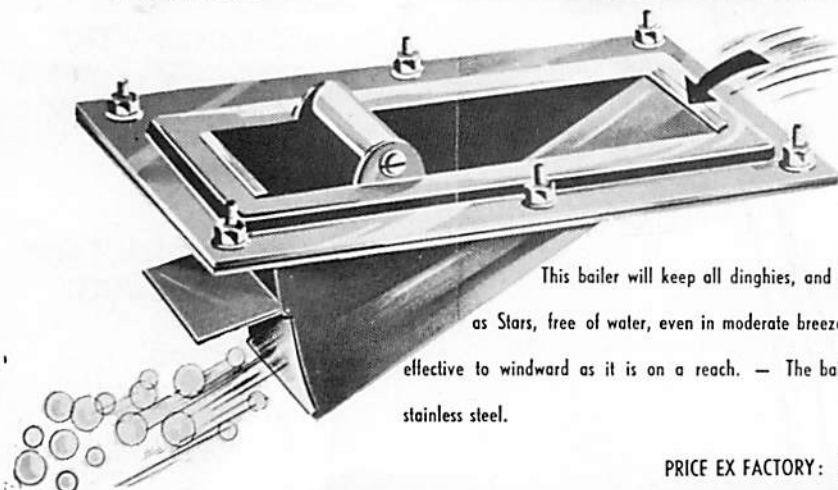
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John Jenks

2nd place:
Scott Allen

3rd place:
Lanny Coon

**1961 Championship
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ALFREDO ROSSI
"Valaquito"**

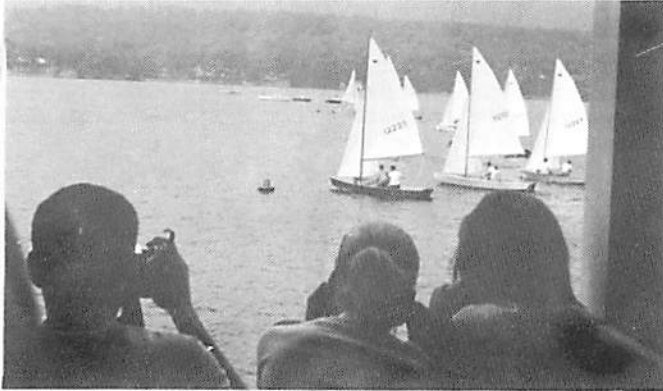


NORTH SAIL COMPANY

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YOUNG GIRL NEW JERSEY CHAMP

TAKES CRANE BOWL BACK HOME TO MOTHER



The New Jersey State Snipe Championships were held at Awosting on Greenwood Lake, New Jersey, August 6-7th. All of the active Snipe fleets in the state were represented. The outstanding feature of the event was that all three races were won by twelve-year old Debbie Olson from Beechwood (with the help of some marvelous crewing by her father). Thus Debbie took possession of the Crane Bowl, which her mother, Beth Olson had previously won for seven consecutive years from 1949 through 1955.

The first race was sailed on a two-lap windward-leeward course in a light northerly breeze on Saturday morning. Debbie had no real competition. The contest for second place, however, almost wrecked the Awosting boat house. Five boats were so closely bunched that the spectators almost knocked the railing down trying to root their favorite home. The wind, however, which worked so hard to furnish such a thrilling finish, apparently became fatigued with the effort. For in the afternoon, there was only the gentlest of zephyrs, and after the boats had drifted around the starting line for a while, the race was cancelled.

Sunday morning, it seemed at first that there would be another disappointment. But after a delay of an hour and a half, a southeast breeze started stirring, and gradually freshened so that it was possible to hold the next two races on a two-lap triangular course. These two races were interesting, if not thrilling. In the first one, Debbie left the starting line as if her boat had been shot out of a bow, and she was never headed. There was spirited rivalry for second place, with several boats continually changing positions. The place finally went to Margaret Ridge of Lake Mohawk, who had taken second place in the Saturday race. The Whitman brothers from Pine Beach were third.

Because of the lateness of the hour, the second race was started after a 15 minute break. The wind had picked up a little, and there was real competition for most of the course. The Olson boat finally pulled away from the pack and crossed the finish line an easy winner. Fred Dexter from Mohawk was second, followed closely by his clubmate, Dave Weller.

FINAL RESULTS - NEW JERSEY STATE CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	FIN.
7610	Debbie Olson	Beachwood		1	1	1	1
13	Margaret Ridge	Lake Mohawk		2	2	5	2
5894	Dave Weller	Lake Mohawk		3	7	3	3
2226	John Giddings	Awosting		4	4	10	4
2003	Fred Dexter	Lake Mohawk		5	6	2	4
2226	John Giddings	Awosting		4	4	10	5
1810	James Poage	Lake Mohawk		9	9	4	6
0178	Terry Rice	Pine Beach		12	5	6	7
2228	Bob Carlough	Awosting		6	10	7	8
8083	Al Van Nimwegen	Awosting		8	8	9	9
7183	Bob Schaefer	Lake Mohawk		10	11	8	10
8046	Andy Whitman	Pine Beach		7	3	DSQ	11
7606	Ashton Thumm	Lake Mohawk		15	12	12	12
9306	Jack Mace	Pine Beach		16	13	11	13
3091	Rick Wietsma	Awosting		14	DSQ	13	14
3683	John Magilligan	Awosting		13	DSQ	15	15
3209	Charles Dorman	Awosting		17	14	14	16
2308	Bob Anderes, Jr.	Lake Mohawk		11	DNS	DNS	17

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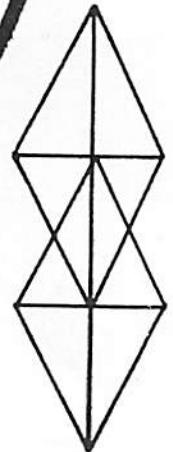
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JAPAN HOLDS 4th NATIONAL SERIES

The 1960 Japan National Championship was held outside Yokohama Harbor Sept. 10-11th with 18 teams of first-class Snipers from the entire country competing for the Commodore Terry Whittemore Trophy.

The races consisted of 3 on each of 2 days, with the best 5 out of 6 counting. Both days were favored with calm, early autumn weather after the passage of the typhoon season, with northeast winds of 2-4 m/sec.

In the 1st race, 50-year old Mr. K. Hirata, competing with young racers of 22 to 28 years of age, held the top position with his superior sailing from the very start and he finished 1st. The age of most racers in Japanese yachting circles is very low; the majority of racers in the Snipe class being below 30 years. Therefore, an olderster like Mr. Hirata showing such fine form provides a good stimulant to the youngsters. Second place, etc., were confused, but Tanamachi (1958 National Champion), Yoshida (1956-1959) Dinghy class National Champions) finished in this order after overtaking 7 or 8 crafts.

In the 2nd race, Mr. Wada took the lead at the start, but Mr. Matsumoto, who rounded the first mark in 15th place, overtook him at the last mark and these two boats raced neck and neck to the goal line. The final result was Wada, Matsumoto, and Yoshida in that order. In this race, Matsumoto had the wind from his quarter and succeeded by taking a zigzag course on the final run to the finish line.

Wada took 1st again in the third race; 2nd went to Matsumoto; and Hirata 3rd. This concluded the first day's racing and the standing that night was Matsumoto, Wada, and Hirata. The margins were small, but a 12 and 13 by Mr. Tanamachi definitely lessened the possibility for him to regain the title.

Again, in the 4th race on the 2nd day, a duel developed for Wada and Matsumoto. After leading most of the way, Matsumoto overtook Wada and finished 1st, while Wada dropped back to a 6th place and Hirata went to 14th.

But things between the two were evened up a little in the next race when a group including Wada, Matsumoto, and Yoshida made the mistake of choosing a cross-hold course which turned out to be wrong. The lead was fought by Tanamachi and Kato and they took 1st and 2nd place with Kojima 3rd. Wada finished 6th again, but Matsumoto dropped back to 11th.

As a result of these two races, the standings were rather confused and the Championship had to wait for the result of the last race for final determination, with either Matsumoto or Wada in line for the title.

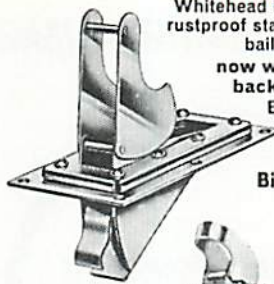
The last race was quite exciting, for Wada got an early lead and passed the windward mark in first place with Tanamachi 5th and Matsumoto 9th. But here he started to fall back as Matsumoto moved steadily up and at the next mark, the order was Tanamachi 1st, Matsumoto 6th, and Wada 8th. From here on, Tanamachi duplicated his splendid effort of the first race and came in first. 2nd was Shioda, 3rd Tsuno, and 4th Matsumoto. Wada's 10th position was his worst race and the difference was enough to give Matsumoto the championship by 568 points.

Thus Matsumoto became the 1960 National Champion after Roy Yamaguchi in 1957; S. Tamamachi 1958; and M. Ishii in 1959. The Whittemore Trophy is a beautiful silver and crystal punch set (see BULLETIN Vol. 8 - No. 6) and we anticipate the day when world Snipers will assemble in Tokyo and drink toasts to all from this set. — Nobusaburo Ozawa, National Secretary.

FINAL RESULTS - 1960 JAPAN NATIONAL CHAMPIONSHIP

BOAT	SKIPPER	CREW	RACES	1	2	3	4	5	6	PTS.	Fin
10674	Matsumoto	Fukutani		5	2	2	1	11x	4	7307	1
11073	Wada	Hirota		8	1	1	6	6	10x	6739	2
11071	Tanamachi	Funaoka		2	13x	12	9	1	1	6586	3
10676	Kato	Hagiwara		10	8	5	3	2	DNF	6311	4
10670	Furuya	Bannai		6	5	4	5	8	8x	6269	5
10673	Yoshida	Yazaki		3	3	14x	4	12	7	6254	6
10679	Kozima	Murakami		7	11x	9	2	3	9	6169	7
11069	Hirata	Kishida		1	9	3	14x	7	12	6065	8
11072	Matsuda	Tagami		12	4	7	DNF	4	5	6031	9
10671	Shioda	Kaneko		4	10	6	16x	15	2	5752	10
10672	Tsuno	Ando		DNF	6	18	11	9	3	5122	11
11067	Susuki	Okayasu		DNF	7	10	13	14	6	4855	12
11068	Yamaguchi	Yanagii		13	16x	13	10	5	11	4725	13
11999	Ishizaki	Asou		14	17x	16	7	16	15	3807	14
11074	Ishii	Yuda		11	12	15	DNF	17	13	3777	15
11950	Takino	Nozaki		16	18x	8	12	18	16	3709	17

Simple cam action opens and closes the Whitehead built-in bailer. Made of rugged, rustproof stainless steel, it opens easily for bailing when boat is in motion . . . now with "stop valve" to prevent backwash below bailing speeds. Bailer closes easily in a locked, water-tight position after boat is bailed.

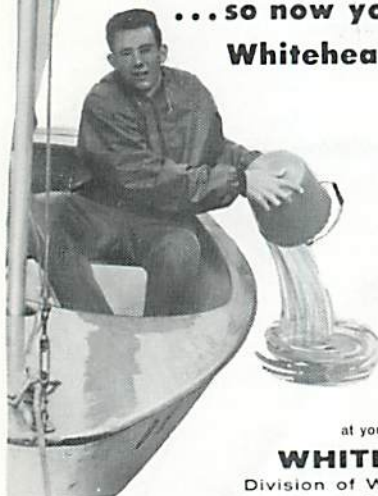


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MIAMI HOLDS TWO FLORIDA REGATTAS

Miami's Sunshine Regatta lived up to its name Jan. 14-15 as 192 sailboats in 17 classes competed under sunny skies on Biscayne Bay off Miami YC. Co-sponsors were the Biscayne Bay YC, Miami YC, Coconut Grove SC, and City of Miami. 9 Snipes, mostly from the Miami Fleet, participated and Bruce Colyer with 1-5-1 won top prize; Al Kroeger 2nd; Fred Bremens 3rd; and Carl Zimmerman of Akron, Ohio, 4th.

The Midwinter Sailing Regatta of the Miami YC was held on Biscayne Bay Mar. 4-5 with 185 skippers in 19 classes entered. 18 Jet 14s and 17 Snipes were the largest groups. Under sunny skies and favorable breezes, Snipes agreed to count best 3 of 5 races for the Florida State Championship. After a hard fight all the way with Francis Seavy, Charlie Morgan took the title from Dr. Don Cochran, Jr., defender. Dick Tillman was 3rd; Godfrey and Basil Kelly of Nassau 4th and 5th; Bosch 6th; Cochran 7th.

SNIFE NEWS IN BRIEF

IMPORTANT NOTICE TO ALL MIDWESTERN SNIPERS from Dave Witert of 8115 Dorchester Ave., Chicago 19, Ill: The Chicago Fleet 86 is on the move! Counting all the new members and boats, we find that there will be 29 Snipes racing on the Lake out of Belmont Harbor this summer, and there are still a few more to be heard from. You are cordially invited to join our up-and-coming live-wire bunch and get in on the fun. Just get in touch with me. This group has been having regular meetings all winter, explaining the advantages of racing in a Snipe, helping locate and buy new and old boats, conducting classes in rules and tactics, and making organizational plans for the coming season. Right now, they are assisting in manning the Snipe booth at the Chicago Boat Show where a Lofland Snipe is displayed and, judging from the amount of literature they have on hand, Snipe will be advertised like never before. And they should pick up a few new prospects, too, for nothing attracts others like success. . . . Ross Harris reporting, "Our Mission Bay Fleet 495 is growing by leaps and bounds and we need 3 more numbers for fiberglass boats right away. I think the fleet here at San Diego will number 17 boats by the first of June. Some of these are in various stages of finishing, but they should all be in the water and racing by that date. All the boats have been built within a year except two and all will be sailed and raced every weekend." . . . Horace Crispin, National Secretary for England, says, "As a result of showing Snipes at the London Boat Show, we are hoping that two new fleets will be formed by getting a few scattered owners together to form a nucleus. Boat show exhibits are worth while over a long term basis." . . . One would hardly expect to see sailing news dated Reno, Nevada, but before long it may become an important sailing center and rival Larchmont, at least in SCIRA circles. Worth F. Ross, 885 Roberts St., Reno, heads a group of 5 who have purchased plans, and are building 5 new plywood Snipes. Starting from scratch, they are learning a lot and will be dedicated members of SCIRA someday. . . . Back in 1947, Frederic B. Gross founded Massachusetts Bay Fleet 244.

After several years of inactivity, he now has a new boat and has joined up again and expects to have a big summer there. Likewise, the boys at Winchester 77 anticipate a great year with the Nationals and World Championship Series practically in their front yard. Nothing like holding an important regatta to create interest among neophytes and old timers as well. . . . The Navy took Karl Turecek to Japan and in Tokyo he met Mr. Teiji Yasuda of the Yokahama Yacht Co. Mr. Yasuda is a prominent sailor who has written a book on sailing, using Snipe as an example. Snipes gained their popularity in Japan after WWII when the students began sailing them in the universities. . . . A report from Fort Worth says that Snipe racing is still looking up in Texas and they expect more members, boats, and new fleets this year than ever before. . . . National Class E Scows are setting up an official class organization and have asked SCIRA for help and suggestions. . . . When Bud Hook's daughter, Anne, went to Texas with her soldier husband, Dave Caperton, they took their Snipe and sailed with the reorganized YC at Wichita Falls. They won the season's big regatta and the new Kruger Cup, representing the club championship last summer. The group there, once well-known throughout the United States before WWII, included some top boats and skippers in the Snipe class. It was the home port of Perry Bass, U. S. National Champion in 1935 and SCIRA Commodore in 1941. They should join up again this year. . . . Ed Campbell, 33 Sudbury Rd., Concord, Mass., recently acquired a Snipe and wants to race officially, except there is no fleet at Harvard, Mass. There is one Snipe on the pond there along with 11 Turnabouts, all established in the last two years. He is trying to create interest in starting a Snipe fleet there as soon as the ice is out this spring and hopes others may follow along. If you live in that area, and can help him in any way, he would be grateful. . . . Eddie Williams still likes to tell how he would have done better at the Nationals last summer except for a large sting ray which jumped into his boat and unbalanced it at a critical moment. Promptly clubbed to death with a whisker pole, he proudly displayed his trophy on the transom, impaling it there with a screwdriver. A fair alibi, at that!



1959 NATIONAL SNIFE CHAMPIONSHIP

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

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

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THE CLEARWATER INTERNATIONAL MIDWINTER REGATTA

"Of all the sad words of tongue and pen, the saddest are — if I hadn't goofed, I would have won!" This lament is probably being mumbled now by the four current and ex-U.S. National Champions who followed Charlie Morgan in the final scoring at Clearwater this year. I don't know about the others, but if certainly was the story of my life there.

The competition was only slightly less tough than the Nationals, and the price of mistakes was extremely high. The decision to try leaving the pole out when rounding a reaching mark, and a poor job or coordinating what to do if it didn't work, let about eight boats pass me once. A few of these I caught, but most of them got away.

There was a fairly heavy chop in the second and third races, sailed on Dunedin Bay in about 18-20 mph wind on Wednesday. In the first of these, being blanketed badly by a slow boat at the start (and setting a record for time spent and distance covered backwards when in irons as a result of missing the tiller), and also probably a certain amount of contact with the panic button, resulted in every tack seeming to be the wrong one, and there were some fairly pronounced shifts. In the next race, changing to a flatter jib and getting a good clear start helped psychologically at least, and I decided to just ignore all shifts because they didn't seem to last too long, and every come-about just stopped the boat completely. The fact that I won this race, coming about only twice on each beat, doesn't prove you should always do this, but there are times and places when it is a good idea.

On starts, I still say it doesn't lay to try for that hair raising

perfect start at the perfect point on the starting line; however, you can't be too conservative, either. After mediocre starts in the first two races (the one in the second race being actually pretty bad), it dawned on me that I hadn't been over the line early for several years, proving that my timing was too conservative. My starts were better after that, working up to a race in Fort Myers on the following Sunday in which I was sailing a floating gymnasium known as a Flying Dutchman, and managed to get recalled on a start.

The problem of distinguishing between bad luck and bad tactics is always difficult, but the same situation hit me twice in almost identical circumstances. In the first case, I had a slight lead over Harry Levinson coming up to the finish line. I crossed in front of him and tacked to cover when directly between him and the line. In the other case, I was leading Charlie Morgan coming up to a windward mark, crossed in front of him, and tacked to cover. In both cases, windshifts let them squirt out from under me. In these cases, I could have tacked directly ahead of them, and it looks now like that would have been the correct tactic, although this can be dangerous in heavy chop.

There is another new version of racing rules - this one supposed to last for a while. A hurried perusal doesn't turn up any real change, but everything is rearranged and there is quite a bit of re-writing to use British English. So quite a bit of careful study will be required before being sure of several things.

The decision to use the same scoring in the U.S. Nationals as last year since there were no complaints had its inevitable effect - a couple of complaints. The SCIRA Board may, of course, change the system, but only after careful consideration. Before suggesting changes, please read the discussion in WW for October 1960 which lists the factors to be considered. Then, if you want to suggest changes, please do so promptly so the Board of Governors can have time to give adequate consideration to the matter.



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Voice Of The People

TEXAS HAS THE FLOOR!

"In the February BULLETIN, I was amused at the "long distance race" of 12 miles up in Nova Scotia, and you stating it was probably the longest race in the U.S., too.

We of the Woodlawn Fleet 142 - TEXAS - have a little yearly race over the Fourth of July holidays. We sail from Corpus Christi to Rockport, a distance of 30 miles. The last time I sailed the course, it was a dead beat to windward across Corpus Bay to Ingleside (a distance of about 8-10 miles), a favored tack beat to windward up to ship channel to Fort Arkansas (another 8-10 miles). This was in 1959.

We also have a perpetual trophy for the race, which we call the "Snipe Ocean Race", and it is engraved on the trophy as such. Both the skipper's and crew's names are included along with the exact time for the crossing in hours, minutes, and seconds. Usually the time for crossing is between 6-7 hours.

The sailors who have raced across, just in our club alone, are Willie Rotzler, Wally Walsdorf, Sam Mueller (the present District 2 Governor), Sam's wife Margarite, Dr. Jim Finney, Eddie Menger, and myself.

Anyone interested in making the race, contact me!"

— Dr. Bernard G. Horner

Well, what could you expect from Texas? Someone could make a snide remark about the Lone Star State being a country all by itself, but any day now, we expect a similar letter from our own backyard neighbors up at Chautauqua Lake, who have sailed for years up to Bemus Point and back, about 35 miles or so (to hear them tell it!). At any rate, a new office motto card now hangs on the wall where it can't be missed. It says, "Wisdom is knowing when to speak your mind and when to mind your speech."

WOULD LIKE TO SEE SPINNAKERS ON SNIPEs

"Fleet 354 has lapsed into a period of inactivity during the last year, but we hope to be going strong again next summer. We formerly sailed in races conducted by the Thames River YC. The Groton YC appears to be going to Blue Jays in spite of the fact that several members have Snipes. This is due entirely to the fact that they give training in the handling of spinnakers, which the junior members need. Blue Jay sailors are aggressive in pushing their class and always point out with emphasis that Snipes do not have spinnakers.

I know this is an old subject, but maybe we should publish a design for a Snipe spinnaker and have optional use of it in local club races only. It could be small and maybe the same size as the Blue Jay would do. After some experimentation and comparative use, conclusions might be reached which would settle the problem once and for all. Did anyone ever actually race Snipes with spinnakers? Or is the objection purely academic? I bring this question up, for it has hurt our fleet growth and perhaps other fleets have had the same experience.

Anyway, we remaining Snipers have decided to sail as part of the sports program of the Charles Pfizer Co.'s Groton plant. This program is conducted in 8 International 12-ft Dinghies, which are company owned and sailed two evenings a week for two races each, starting at 5:15 P. M. at the company plant on the Thames River. We have an air operated hoist and should have 8 Snipes sailed by company employees or their families, all owned by company employees. Some of our Snipers are graduates of their dinghy program. Looks like a good opportunity for us to get a real good start again." — John Nicholson

Sitting in a boat with Bill Crosby on the finish line, we were watching the last part of the last race of the U.S. Nationals at Marblehead in 1947. Running before a stiff breeze, came the imitable Clark Shaughnessey, mighty singer of songs about flying sea birds. All of a sudden, Bang! Puff! and out came a spinnaker! Up jumped Bill, "He can't do that! Throw him out! Disqualify him!" It remains one of the pleasant memories of 23 years of Sniping and still brings a hearty chuckle.

WANTED AND FOR SALE DEPARTMENT

CLASSIFIED ADS. Used Boats and Equipment

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FOR SALE: TWO SUITS OF USED SAILS. Larsen main and jib, flat cut. Guy Roberts main and jib, medium cut. \$35.00 a suit. Michael Foote, 19665 Rolling Acres Dr., South Bend 14, Indiana.

STARTING NEW FLEET! Does anyone in the Midwest have a used Snipe for sale? We have several interested buyers. Please send description, price, and picture, if possible. Barton Boat Club, 1310 Pomona Dr., Ann Arbor, Michigan.

FOR SALE: LOFLAND SNIPE 10778. Ulmer sails and aluminum board. Boat is in excellent condition, having only been raced one year. Top competitor and winner of IBYC Regatta. Write or call Mike Negley, Sky Line Dr., Peoria, Ill.

FOR SALE: SNIPE 12160. LOFLAND FIBERGLAS HULL and deck, white over aquamarine. Two Zephyr aluminum masts with stainless stays. Four mahogany rudders, three tillers, two suits HARD dacron sails, full and medium. Aluminum dagger board of 30 lbs. Dacron boom tent. Total weight 425 lbs. Custom trailer, 15" rims. \$1275.00. Contact: Jim Burruss, 5713 Brooklyn, Kansas City, Missouri.

WANTED: 1 SUIT OF SNIPE SAILS, cotton or dacron in good condition. C. L. Altier, 4216 Clausen Ave., Western Springs, Illinois.

FOR SALE: VARALYAY SNIPE 10482. Excellent condition. Fiberglass covered hull and rudder. One suit of WATTS sails. Trailer and top and bottom covers. \$1,200.00. Contact Lyle Hasty, P. O. Box 317, Erwin, Tennessee.

FOR SALE: ONE SUIT OF FULL-CUT ULMER "ULTIMATE" DACRONS. Excellent condition. Complete with bag and battens for \$80.00. Ralph Heinzerling, 4 Drury Lane, Port Washington, L. I., New York.

DO YOU NEED A NEW MAST? Get a complete set of plans for the CHAMPION round mast for Snipes designed by Ted Wells and build your own. 4 sheets of blueprints with all details for hardware and rigging for only \$1.00 per set. SCIRA, 655 Weber Ave., Akron 3, Ohio.

BUILD YOUR OWN TRAILER. You can get blue-prints and a detailed instruction sheet for two different types of trailers which were especially designed by snipers to fit a SNIPE. Why spend a lot of money? Only \$1.25 postpaid, complete. SCIRA, 655 WEBER AVE., AKRON 3, OHIO.

MADE ESPECIALLY FOR SNIPEs! A high quality screw button for yachting caps with a crossed anchor emblem. A red Snipe on a dark blue pennant with white enamel background — all outlined in gold. Can be worn in coat lapel, too. Obtainable only from SCIRA, 655 Weber Ave., Akron 3, Ohio, at \$1.50 each. Fill that empty space on your cap with Snipe class insignia!

FOR SALE: VARALYAY fiberglass Snipe 12312 new last year. All chrome fittings; an excellent trailer and tie-downs; full set of WATTS new last year; cover; bronze daggerboard; self-bailer. Boat and equipment finest in every detail. \$1,595.00. This was Cleve Slauson's boat. Contact Dan Wesselhoff, 5419 Sherwood Ave., Peoria, Illinois. Phone: 688-5057.

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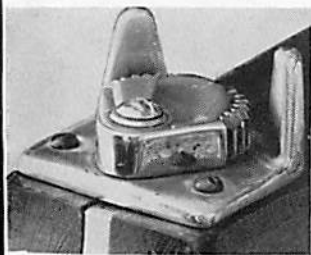
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— SANCTIONED RACE DATES —

- May 27-28 DISTRICT 4 Championship, Privateer YC, Lake Chickamauga. Lowery Lamb, Jr., 409 Lockwood Dr., Chattanooga, Tennessee.
- June 24-25 DISTRICT 7 CHAMPIONSHIP, Corinthian YC, Lake Washington. John Rose, 1896 Hamlin, Seattle 2, Washington.
- July 15-16 MICHIGAN STATE CHAMPIONSHIP, Grand Rapids YC, Reed's Lake. George Needham, 67 Lakeview Dr. SE, Grand Rapids 6, Michigan.
- July 15-16 DECATUR INTER-CITY Regatta, Commodore Decatur YC, Lake Decatur, Illinois. James A. Coberly, 1140 S. Illinois, Decatur, Ill.
- July 28-29-30 DISTRICT 3 CHAMPIONSHIP and DUNPHY Team Races, Glen Lake YC, Glen Lake, Mich. R. W. Harris, 417 S. Lincoln, Hinsdale, Illinois.
- District 1
- June 24-25 LONG ISLAND CHAMPIONSHIP at Sea Cliff.
- July 8-9 Mystic Lakes Invitational at Winchester BC.

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COTTON CARNIVAL REGATTA

MAY 6-7, 1961

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Lake Chickamauga

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