

SNIPE BULLETIN

AUGUST · 1954

VOL. 4 NO. 3



Boston Area Sailing

U. S. NATIONAL SNIPE CLASS CHAMPION TOM FROST AND HIS NEW BOAT. Tom and his crew, Fred Schenck, will defend the title at Mentor Harbor, Ohio, this month.

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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,
 655 Weber Ave., Akron 3, Ohio, U. S. A.

Subscription Rates.

\$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.

NOTICE OF A GENERAL MEETING of the Snipe Association is hereby given for August 13th at Mentor Harbor, Ohio, for the express purpose of transferring the present assets of the Association to a newly formed S. C. I. R. A., an incorporation not for profit. Other business may be considered.

NOTICE TO ALL FLEET CAPTAINS: Your main duty is to keep your fleet organized and running according to SCIRA rules. And the first and most important thing is the collection of dues. Starting in September, only paid-up members of SCIRA will receive the Bulletin. All others will be dropped! District Governors should all be elected by time of the Nationals. #1 chose Barse Miller of Manhasset Bay Fleet #258 while #6 picked Fred Schenck of Newport Harbor Fleet #94. #3 made their choice at Gull Lake July 25th and results of all elections will be in the September Bulletin.

Lake Quassapaug Fleet #231 of Conn., is running the Long Island Sound team championship regatta this year because they won last year. Dates are Aug. 21-22 at the Cedar Point Yacht Club, Westport, Conn., and the Gallaher Trophy is the prize. Started in 1935, the regatta is open to all fleets on the Sound and lakes within a 100 miles radius. 3 Snipes are invited from each fleet. Write to Terry Whittemore.

All Snipers in Western New York were shocked and deeply grieved to learn of the death of Lt. Randy Hough at Corpus Christi from a heart attack. Starting as a youth at the Chautauqua Club, he became one of their best and most popular Snipers and his presence at many regattas always insured happy and successful affairs. A handsome youth, and star athlete at Jamestown High School and Dartmouth College, he is sadly missed by a host of friends, and SCIRA has lost one of its most valued members.

Our circulation is increasing every month and new advertisers are aware of our volume. The September issue will consist of twelve pages---we have to do it!

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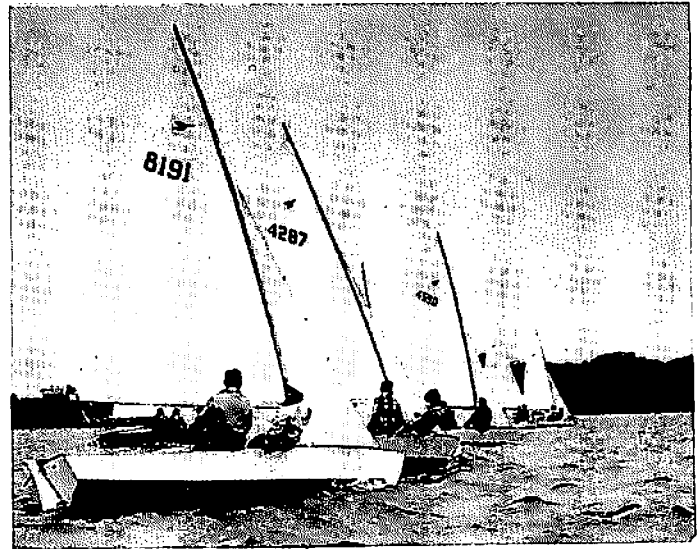
Its Price — last but not least — Right!!

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GILREATH WINS SEQUOYAH REGATTA



Commodore Otto Weisener of the Sequoyah Yacht Club presents first place trophies to Harold Gilreath and his crew. Kil Adams, Chairman of the Race Committee, stands by (on the right) to present the First Place Skipper Prize.



A BEAUTIFUL START--the third race on Sunday, May 30th. And speaking of bending masts (as we were), try laying a ruler along the mast of 8191 or 4287. AMAZING!

---- Photos by Wayne C. Hunt.

Due to low water at Grand Lake this year, Sequoyah Yacht Club's annual regatta was held on Lake Sequoyah at Tulsa, on May 29 and 30th and was, of necessity (because of the size of that lake and the limited facilities), restricted to Snipes only. Three races were sailed; two Saturday afternoon and one Sunday A. M. All three were lap races around a triangular course totalling approximately five miles. Harold Gilreath's consistency (here's that word again) paid off for him with the most points and the trophy. He was first in the first race and a very close second in the last two.

The first two races were sailed Saturday afternoon in a light northerly wind that shifted 5 to 30 degrees every few seconds. Craig Donnecke, in "OLE MAUD", led the first race for the first lap, but then something seemed to happen. Harold Gilreath, Ted Wells, Jerry Jerome, Bill Kilpatrick, Harold Martin, and Bill Ames all slipped by him. The finish was a thriller with less than 15 feet between the first five boats.

Joe Becker was first around the first windward mark of the second race after having been called back for being over the line ahead of the starting gun, and he and his Dallas buddy, Harold Martin, led the pack most of the distance. Joe finally let a wind shift frustrate him and Gilreath, Martin, and Wells got by him.

In the third race on Sunday morning, the wind was out of the south about 25 m. p. h. Everything was progressing about as expected, i. e. all the hottest skippers were well up in front, except Jerry Jerome. Jerry, who had a poor start, was away back and apparently forgotten. Anyway, on the second windward leg, he was allowed to take a long tack off to himself and pick a private puff of wind that carried him all the way to the windward mark well ahead of the en-

tire fleet. He managed to hold the lead the rest of the way home, but the "TEXAN" skippered by Gilreath was giving him a pretty bad time at the finish.

Entertainment consisted of free beer at the club house both days; cocktails and barbecue at the Western Village Hotel Saturday evening, and lunch at the club house on Sunday. Although, we think everyone had two days of good fun, there was one noticeable missing link, and that was the absence of our long time friends and enthusiasts, John and Winnie Hayward. They moved their residence to Clearwater late last Fall and were unable to be with us this year. Also, we regretted very much that Don McIvor and Bob Williams could not make it on account of sickness. The final results:

BOAT	SKIPPER	RACES 1st.	2nd.	3rd.	Final.
8651	Harold Gilreath	1	2	2	1
23	Harold Martin	5	1	3	2
6025	Ted Wells	2	3	5	3
6979	Jerry Jerome	3	12	1	4
5985	John Rix	8	6	6	5
8645	Joe Becker	11	4	7	6
7786	Bill Kilpatrick	4	8	10	7
4208	Craig Donnecke	7	13	4	8
8191	Chet Livergood	12	5	8	9
9765	Bill Ames	6	7	12	10
4290	K.E. Adams	9	14	11	11
4590	Dave Horth	10	17	9	12
9527	Phil Baker	13	9	16	13
9605	Dr. Wallace	15	10	13	14
3161	Kent Johnson	16	11	DNF	15
4287	Norman Tanner	14	15	14	16
4584	Craft Selynders	DSQ	16	15	17
7419	John Kintas	17	18	DNS	18
7868	John Arps	18	19	DNS	19

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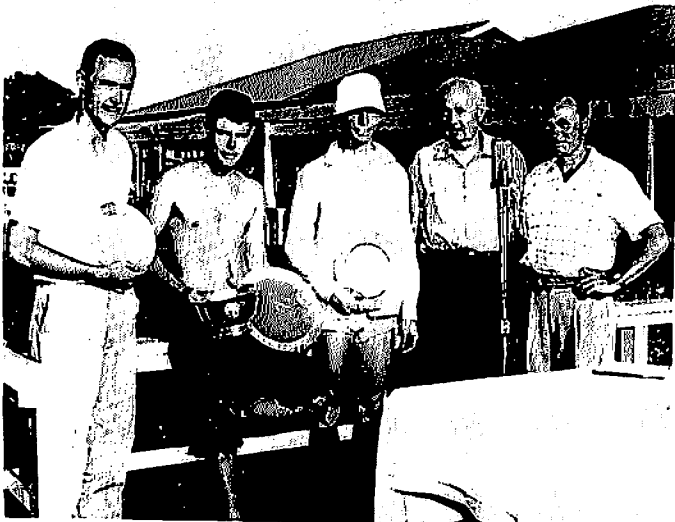
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WINS TITLE FROM TOM FROST



(Left to right) Clark King, the 1950 National Snipe Champion, 3rd place; Charles Merrill, 1st place winner and new Pacific Coast Champion; Tom Frost, the present National Junior AND Senior Champion, 2nd place. These top-notch sailors have just received their trophies from Commodore James C. Sheppard, Newport Harbor Yacht Club, the host club, and John P. Hurndall, Race Committee Chairman. This picture was taken facing east--in the direction of Mentor Harbor! ---Photo by Beckner Photo Service.

Charles Merrill of Alamitos Bay, Calif., nosed out defending champ Tom Frost in the Pacific Coast Championships at Newport Harbor July 10-11. Finishing the series with a first, a fourth, and three seconds, he wound up with a total of 7532 points to Frost's 7250.

Twenty Snipes were on hand for the 12:30 start Saturday as a five-to-tenknot breeze blew out of the south. The same five-mile triangular course was used for both races that afternoon. Charlie Merrill was the first across the finish line in the first race, closely followed by Lee Thompson of Alamitos Bay, while Tom Frost of Newport Harbor came in sixth and Clark King of Los Angeles Harbor, the 1950 National Champion, came in seventh.

Frost turned the tables by winning the second race and Thompson again finished in the number two spot, King finishing third and Merrill copped a fourth. This gave Thompson first place in the series, followed by Merrill, Frost, and King in that order.

Sunday afternoon found another light breeze, but it was blowing out of the southwest, which considerably improved the first leg of the triangular course. In this third race, Frost came through with a first, with Merrill in second spot and Clark in third, but Thompson, meanwhile, wound up as number eleven. Then the course was changed to a windward-leeward for the fourth race and, ironically, the results for the first three places were exactly the same as in the third race.

But the fifth race was the pay-off! This final

race was a windward-leeward and a newcomer, Fred Miller, Jr., of Newport Harbor came in to claim first place, but Charlie Merrill, our "JEWELL OF CONSISTENCY", was in there for a very solid second. Frost, however, dropped back to sixth and King finished seventh.

And so consistency once again proved to be the key-note of the smooth-working co-ordinated team of Charlie Merrill and Paul Merrill, Sr., his dad. Tallying 7532 points, his victory was decisive, to say the least. Tom Frost and Fred Schenck, the championship combination, was second, while Clark King, sailing with Jim Lewis, placed third. Incidentally, this is the first time that Clark has raced in three years!

Saturday night proved a real treat for all hands, as the feminine touch of Mrs. Frost made the dinner party a real success. A brief meeting followed in which Fred Schenck was elected Governor of District Six, to be assisted by Jim Lewis, newly-elected District Secretary. Then, through the courtesy of Scira, Snipe movies of Ft. Worth, Corpus Christi, and Marblehead were shown. The number of familiar faces that appeared on the screen was truly amazing!


One of the highlights of the series was the entry of two boats from the San Francisco Bay area. Gordon Pritchett and Rod Pimental from the Encinal Snipe Fleet trailed their Snipes roughly 500 miles EACH way--that is real enthusiasm for you! Another high point of interest was the appearance of Tom Frost's fine new Snipe--easy now--NUMBER 9999! Loaded with all manner of gadgetry (including a stainless steel bilge pump), it was truly the knock-out of the fleet.

Last, but by no means least, comes the splendid hospitality extended to one and all by the Newport Harbor Yacht Club. They furnished the trophies, the race committee, and the tow boats. (And if you don't think that twelve Snipes strung out behind one launch look spectacular, you're crazy!)

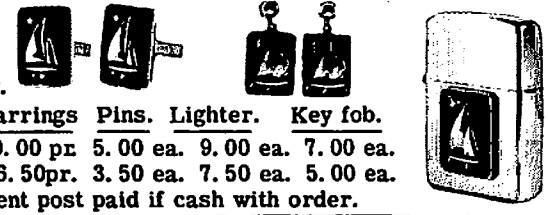
ALL IN ALL, IT WAS A REGATTA PAR EXCELLENCE!

BOAT	SKIPPER-CREW	RACES				TOTAL PTS
9175	C.Merrill-P.Merrill	1	4	2	2	7532 1
9999	T.Frost-F.Schenck	6	1	1	1	7250 2
7876	C.King-J.Lewis	7	3	3	3	6644 3
9738	B.Sweningsen-D.Hall	3	8	6	4	6571 4
9315	K.Munholland-J.Blixt	5	6	8	6	6131 5
9020	L.Thompson-B.Schooler	2	2	11	7	10 6059 6
4150	F.Miller-S.Freely	14	5	9	10	1 5610 7
9002	R.Pimontal-B.Green	11	7	14	5	9 5105 8
8080	W.Gleckler-M.Haines	10	10	7	11	8 5067 9
9599	J.Thompson-J.Graye	16	11	5	14	4 4919 10
6171	J.Graye-S.Brown	4	12	15	9	15 4586 11
9577	P.Merrill, Jr.-Garrison	19	9	4	12	12 4559 12
4200	G.Clinton-T.Gillespie	9	13	13dnf	13	3817 13
9001	G.Pritchett-J.Altieri	15	15	12	15	11 3769 14
8418	D.Elliott-T.Mertz	12	14	10	19	14 3744 15
6945	G.Walker-W.Walker	8dnf	20	18	16	3125 16
4470	P.Hamilton-D.Britton	20	19	18	8	18 3072 17
3312	R.Davidson-J.Saunders	13	20	19	13dnf	2972 18
4203	M.Burke-J.Hitchman	18	17	16	16dnf	2839 19
3624	F.Hodge-P.Frost	dnf	17	17	17	2528 20
9011	D.Stein-G.Stein	17	16dnf	16dnf	16dnf	2485 21

---By Dick Lewis, Publicity Chairman.



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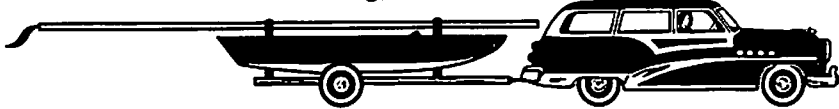
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Wells Wandering by Ted Wells



After Jerry Jerome and Eddie Williams had walked off with things in the regatta at Shreveport and Fort Worth using dacron sails, it looked as though something might be learned at the Midwestern Championship in Wichita, where everyone else would be using cotton sails and where there would be a number of skippers who hadn't been at Shreveport or Fort Worth. This regatta was held at Lake Afton, a county lake west of Wichita, as the Wichita Sailing Club's home base, Santa Fe Lake east of Wichita, isn't even a mud puddle this summer---it is only a weed patch!

Much to the amazement of the visitors who normally anticipated being practically blown out of the water in Wichita, the weather man provided perfect sailing breezes for all three races. They were, of course, puffy and shifty, as they always are on lakes, but the velocity varied from a minimum of 10 to 15 miles per hour to a maximum of 20 to 25 miles per hour.

The much anticipated contest between dacron and cotton sails did not materialize. The principle thing demonstrated at the regatta was that, if a good skipper gets a good start, he is hard to catch, and that, on a small lake with shifting winds, being in the right place at the right time makes more difference than the sails you are using.

The Wichita Sailing Club Fleet was faced with an interesting problem--namely, how to get in five races to qualify for the Nationals when the weeds are eight feet tall on what used to be the bottom of the lake and the only sign of water is a mud hole near the dam. The problem was solved by five boats going to Tulsa for their regatta and having two point score races, one before the regatta started and one after it was over, and by getting out early on Lake Afton and having three point score races before the Wichita regatta started. If you want to badly enough, you can get in your point score races no matter what the handicaps are.

In order to make this column look like it has its normal length, I have asked Harold Gilreath, Chairman of the International Rules Committee, to furnish some comments here pertaining to the Nationals this year.

Be sure and read this!

The date of the Nationals is almost here and I imagine that most of the sailors who are entering will be rushing around clearing up last minute details. The following is a list of items, which for your own protection, I would recommend checking before leaving for Mentor Harbor.

- (1) Make sure that your boat will meet the new weight requirement of 425 pounds. Even though your boat weighed in all right under the old weight limit of 450 pounds, you may have to doctor it up to get to 425 pounds without all the gear with which you were previously allowed to weigh.
- (2) If your boat hasn't been measured recently, or if you have a hull which is close in several places, I would advise checking it to make sure it hasn't changed.
- (3) Measure your sails! They often will stretch over size in a season of racing. The bands on the boom and mast should be checked, also.

There has been a question raised on the legality of a jib stay arrangement which goes through the deck and under it back to the cockpit where it is fastened to a cleat, thus enabling adjustments to be made while under sail. This type of rig is illegal! Rule #47 of the General Restrictions in the Rule Book definitely prohibits any shroud arrangement that can be changed during a race. A turnbuckle can make all the ordinary changes permitted and necessary.

SUBSTITUTION OF CREWS IN THE NATIONALS. There can be no substitution of crews in the Nationals without a very good reason. You should expect to sail the entire regatta with the same crew. If you are forced to sign on a new crew during the regatta, you will have to have the specific approval of the Race Committee.

THE MARCH BULLETIN CONTAINED AN ANNOUNCEMENT OF THIS RULING ON PAGE 6.

---Harold Gilreath, Chairman of the Rule Committee.

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TED WELLS WINS MIDWESTERN

TED WELLS, the perennial Snipe Champ from the Wichita Sailing Club, won the 1954 Mid-Western Snipe Championship which was sailed on Lake Afton in Wichita, Kansas. Harold Gilreath, also from the Wichita Sailing Club, finished second ahead of Jack and Bob O'Brien, Council Bluffs, I. O. W. A., who finished third.

The regatta was sailed under ideal conditions. Three triangular races of two laps each were run off in fair weather with winds around 15 to 20 miles per hour.

In the first race, Wells piloted his "GOOD NEWS III" to an early lead, closely followed by Gilreath in the "TEXAN II." Frank Rogan, Wichita, was in the third slot around the first lap and most of the second, but lost out to the O'Briens in a photo-finish.

In the next race, Wells again took an early lead and was never headed. Jerry Jerome, (the wild man from Oklahoma) followed in second place and was beginning to close on Wells near the end of the race. Gilreath, suffering from an early start, followed the fleet over the starting line and worked up to third at the finish.

Gilreath won the third and final race by a large margin, leading from the start. Wells, who had a mediocre start, worked up to third on the first leg of the second lap for a second place in the race. The O'Briens edged Williams out for third place in the final leg and Williams finished in fourth place.

Summary of the first ten places follows:

SKIPPER	CLUB	RACES		PTS.
1. Ted Wells	Wichita	1	1	2 4721
2. Harold Gilreath	Wichita	2	3	1 4565
3. Jack O'Brien	Iowa-Nebr.	3	4	3 4257
4. John Rix	Wichita	5	7	6 3677
5. Dwight Westholt	Kansas City	10	9	5 3346
6. Eddie Williams	Kansas City	7	14	4 3254
7. Jerry Jerome	Tulsa	6	2	19 3230
8. Craig Doenneke	Tulsa	12	6	8 3155
9. Bill Ames, Jr.	Wichita	11	8	9 3013
10. Frank Rogan	Wichita	4	20	7 2966



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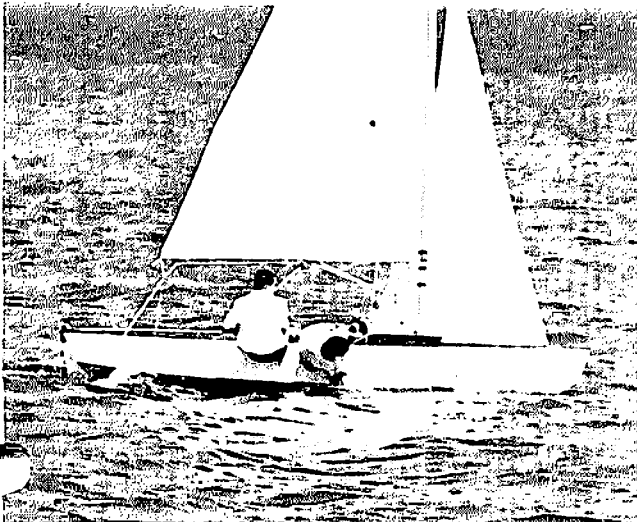
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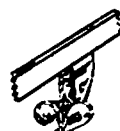
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SAIL on the MOUNTAIN TOP in

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