



SNIPE BULLETIN



AUGUST 1963
Vol. XIII No. 3

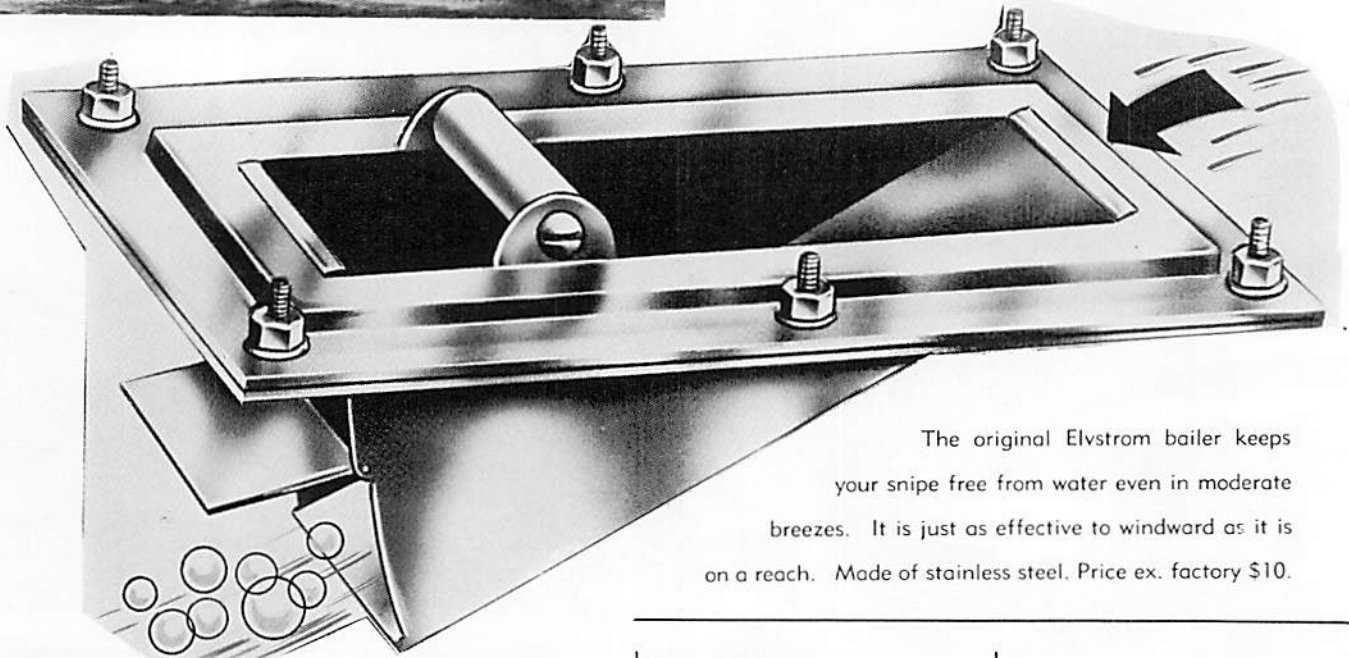
Snipe in the Olympics?
The Southern Championship Regatta
1963 Northeastern International Regatta



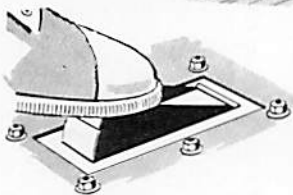
1959 World Championship



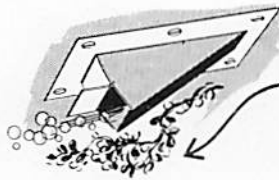
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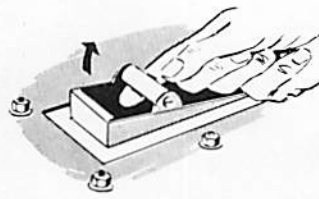
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As Others See It

Voice Of The People

NO TROUBLE TO SELL OLD SNIPE

" Snipe 3648 has now been sold. If the response to my ad in the local paper is an indication of Snipe popularity elsewhere, all I can say is that the Snipe is in very healthy condition. I had no trouble at all in selling this 22-year old boat for \$395.00, including trailer and nylon sails. I probably could have sold it for a higher price judging from the number of enquiries. The boat is in good condition, but is not elaborate in its fittings. "

Edward A. Sweeney
Centerville, Ohio.

That age old question " Where in the world are all the Snipes which have been numbered - why can't I buy a good second hand one?" is three fourths answered by the above letter - they are grabbed up at home before they ever get advertised in national papers. This good market for Snipes reflects the maintenance of value through the class policy of a strict one-design boat.

SUGGESTS FLEET DUES BE BASED ON MEMBERSHIP

" I would like to register an objection to the high \$5.00 fleet dues now current in District 3. It is hard enough to convince Snipe owners who have been happily racing their Snipes locally that the national organization has something more to offer than just an outstretched palm, let alone tab them for District dues. I have already collected 50¢ each for the district newsletter and I do not feel like going back and asking for more. I believe that district dues should be based on the size of the fleet, for all district expenses are in direct proportion to number of boats served. 25¢ a boat would bring in plenty - why should our little fleet pay the same as Grand Rapids, Chicago, or Indianapolis? "

Actually, I feel the same way about the National Fleet dues - that they should be on a per capita rather than flat fee basis. Why not ask the Rules Committee to kick it around next time they meet and consider giving the struggling fleets a break? "

— Mort Disney
Spring Lake Fleet 534 (Michigan)

DISTRICT 6 GOVERNOR GETS AROUND!

" Our District 6 is growing rapidly, as you may see by registrations submitted by the individual fleets. We have more new faces on the scene this season than ever before and many have been fleet champions in other classes. "

Of possible interest to my Sniping friends around the country may be the news that I've been selected as Sailing Master aboard the 72-foot ketch TICONDEROGA for the 1963 Trans-Pacific Yacht Race to Honolulu. I'll return to Newport Beach only two days before departing to the Nationals in Ft. Worth. We expect to be scratch boat in the Honolulu Race. Wish I could say the same thing about the Snipe races. "

— Daniel W. Elliott, Jr.

OLD-TIMER GLAD TO GET BACK INTO SNIPE CLASS

" You might also be interested to know that I am returning to the Snipe class after a 9 year lapse while in the Firefly and Thistle classes. They were a little too rich for my blood - they caused me to break out in the " Poor House Blues. "

— Edward Younie (ex 1772 - 7430 - 9103 -now 14091)
North Weymouth, Massachusetts

PEOPLE LIKE IT -- YOU WILL, TOO!

" Enclosed is a check for 50 PRINCIPAL SAILING RULES, which I understand SCIRA publishes and distributes. Will you please send them to me as soon as possible? "

Christopher Irwin
Lake Sunapee Yacht Club
Sunapee, New Hampshire.

Many yacht clubs, schools, summer camps, etc., where they teach sailing order PSR in large quantities. Fearon Moore gave free copies to all in the Trans-Pacific Race. Good publicity!

no matter how you look at her, she's a

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*Maybe you better use one to see how Lippincott is spelled frontwards

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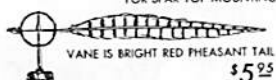
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The Cover

Scenes like this will be repeated at the Isle of Bendor in the Mediterranean when the Snipe World Championship races are held in France next month. Sailing at Rye on broad reaches, Uruguay (8010) starts to harden up in an effort to prevent Sweden from passing to windward.

— Morris Rosenfeld Photo.

— THE SCORE —

Numbered SNIPES — 14641

Chartered Fleets — 571

After calling attention to the fine progress of Snipe during June when 109 new numbers were issued and a record number of 8 new fleets chartered, a major oversight was committed when these figures were not added to the old total and the June score of 14475 boats and 560 fleets was reprinted. Something like going to a big league ball game, seeing a grand slam home run, and then watching for the score board to explode in a burst of noise and fireworks —and then get a dud and complete silence!

The mathematicians in the class could readily see the mistake; for the others, the totals should have been 14584 new numbers and 568 new fleets. Now we'll start from there.

In July, 67 new numbers were issued - 37 to the United States; 20 to Spain; 6 to Turkey; and 4 to Mocambique. Grand total is 553 new Snipes with 2 months yet to go. It's a good year, and way above average.

Chippewa Lake, Ohio, is just a few miles from Akron and for several years, a few Snipes have sailed there. Arthur B. Kenat, 17819 Naragansett Ave., Lakewood 7, Ohio, finally got a couple of friends to help organize a formal fleet and the required nucleus was issued Charter 569. As members of the Chippewa Lake Yacht Club, they have an active RC with 2 official races every Sunday and all the other necessary components for a fine future on an adequate body of sailing water. Snipers in the Cleveland area are especially invited to investigate the set-up.

Charter 568 was issued to the Barrie YC June 28th and on July 20, Charter 570 went to a neighbor for the Royal Hamilton Yacht Club Snipe Fleet. That makes 3 active fleets in Ontario now, the most that part of Canada has ever had. The makings of a good racing circuit are here with some direct competition with U. S. District 5 just across the border. Arch Howie, 78 Cameron Ave. S, Hamilton, Ont., is the first Fleet Captain.

Not many fleets in Wisconsin, a land of many lakes, but now the La Crosse Sailing Club has Charter 571 with 10 measured Snipes as a starter. Neil G. Pomeroy, 1911 Farnam St., La Crosse, is both the FC and measurer. They race twice a week on Lake Onalaska, a river lake backed up by a government dam in the Mississippi. A very welcome addition to that part of the country!

The new Japanese Fleet 561 chartered last month has announced its official name as the Biwako Snipe Fleet. So be it!

Snipe in the Olympics?

A REPORT AND SUMMARY by DICK TILLMAN

Every class wants to reach a goal. Reaching goals has been easy for Snipe. Soon after it's design in 1931, it grew to be the largest class on the world, and in 1959 it became the second American-designed boat to be recognized by the IYRU as an International Class. Also, in 1959, Snipe was selected to compete on the Pan-American Games along with the five Olympic classes. That the Snipe was included with the Olympic classes points out that it has yet to achieve the most transcendent goal any class can hope to attain - that of Olympic status.

Why hasn't the Snipe been selected for the Olympics and what are the advantages of being an Olympic class anyhow? The most apparent reason for desiring this recognition is the dignity and respect accorded such a class. These five classes are more well known and talked about than any of the others. Sailors want to be associated with them and the ultimate goal of the skipper who seeks the finest competition is to compete in the Olympics. Naturally, the best sailors of the many non-Olympic classes will gravitate to one of the Olympic classes. Therefore, these classes will eventually have the most skillful skippers and crews and probably the most active class, something which I believe Snipe can yet boast of at this moment. The transfer of the finest sailors to the Olympic classes then will inevitably strengthen those classes while weakening the remaining.

The majority of Snipe sailors are not interested in competing in the Olympics, however. They are more interested in the friendly fleet and district competition and perhaps butting heads against some of the better skippers at the Nationals. Nevertheless, the prestige accorded the Snipe as an Olympic class would be a distinct benefit to these sailors. Such recognition would encourage new and larger fleets throughout the country. Many growing clubs have seen the need to sponsor another class and most often this has been an Olympic class. The average Snipe skipper enjoys racing in above average competition and would like to be near a Snipe fleet, no matter where he lives. Olympic recognition to the Snipe class would help sustain above average competition and growth.

Assuming the thousands of active Snipe owners (double the number for active sailors and twice as many boosters) in SCIRA recognize the advantages mentioned above, why hasn't our class been selected for the Olympics? The reason is that the 6-man committee of the International Yacht Racing Union responsible for selecting the classes hasn't recognized Snipe's merits, and has simply not chosen it. Only five classes may compete in the Olympics, which are at present the 5/5 Metre, Dragon, Star, Flying Dutchman, and Finn. IYRU's committee has had more or less cogent reasons for selecting these classes, although last year they revised the selection procedure by establishing a "periodic replacement" policy. This policy places the existing Olympic boats in category "A" and those to be phased out of future consideration into category "B". Their contention is that there can always be more advanced and efficient design, thus the existing "A" class boats will eventually be replaced by something supposedly better. For instance, in 20 years there will conceivably be a design much superior to the Flying Dutchman, which will then replace it. There is talk that IYRU plans to relegate the Star and Dragon to category "B" and develop another two and three-man keel boat to replace them. Snipe is already in category "B". Since IYRU's purpose in the classification procedure is to select or develop the fastest and most efficient racing machine, Snipe, even though the largest and most popular class, is excluded as not being a high performance boat.

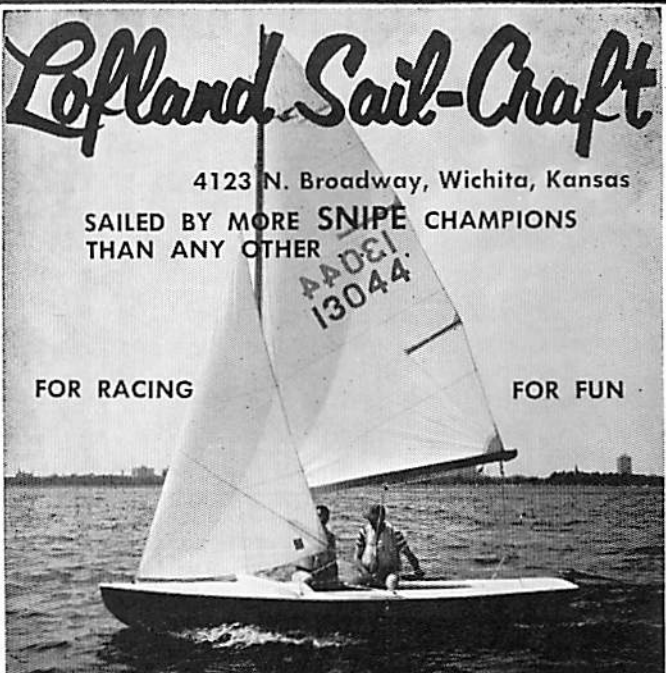
With IYRU's present policy, SCIRA has little chance to gain Olympic recognition. However, there are many valid reasons why Snipe should be selected. First, of course, is its size and popularity. Along with this, Snipe's racing and handling characteristics in all types of weather must be emphasized. Secondly, Snipe owners represent the largest single class of boat owners of the most prevalent boat design

(Continued on Page 10 at top of 2nd Column)

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Bubba Horner Won the San Antonio Regatta



WINNERS - Dr. B. G. Horner and his crew, Fran Leal (left).

Woodlawn Sailing Club held its sanctioned Snipe Fiesta Regatta April 26-27. A total of 22 boats sailed for the Texas State Snipe Championship trophy on Woodlawn Lake, otherwise known as San Antonio's "Texas Type Fish Pond."

The two races sailed Saturday P. M. had winds blowing an unsteady 8-15 mph. The out-of-town skippers soon found out that good reflexes is a necessity on Woodlawn. One minute they were hiking out by the tips of their toes and the next minute they were hiking out on the low side.

The first race was a 4-lap figure 8 course. San Antonio boats held the first 4 places throughout most of the race. Frank Riesenecker held first place until Bob Cummings of Dallas worked his way up from the middle of the fleet to take the victory away from him at the last moment.

The second race was a 3-lap figure 8 with a windward-leeward course. Bill Wheeler of Dallas led the way for just a short time, for before the first two laps were over, the lead changed three or four times. But on the 3rd lap, Bubba Horner of San Antonio took over and stayed way out in front for the rest of the race. This time San Antonio succeeded in taking the first 4 top spots.

All skippers woke Sunday morning with mild breezes blowing from 20-30 mph with lots of rain. It is a rare day

if there are whitecaps seen on Woodlawn Lake, and this was one of those rare days.

Sunday's only and final race of the regatta started 45 minutes late with 18 mph winds. This course was a 3 lap triangle with a windward finish. The beat in this race was the best of the regatta, but some visitors found the run a wild one. At one point, they had to round a small bend which called for a jibe. Cummings and Henry Towles from Dallas weren't as successful with their jibes as they wanted to be and consequently took a short swim and were unable to finish the race. The local sailors seemed to thrive on these winds, though, and they took the first 4 places again.

Of the first 10 places for which trophies were awarded, 8 were San Antonio boats and the other 2 from Dallas. As usual at this regatta, the winning skipper and crew, Bubba Horner and Fran Leal, were taken out in a motor boat and helped out to walk or swim back to shore. Of course, it ended up that several other trophy winners went swimming, too. Even with several mishaps, it was said to be fun, and pronounced a most successful regatta.

FINAL RESULTS - FIESTA REGATTA

BOAT	SKIPPER	SAILING CLUB	RACE	1	2	3	Pts, Fin.
13208	Bubba Horner	San Antonio		5	1	1	4496 1
10009	Frank Riesenecker	San Antonio		2	3	3	4409 2
12009	Willy Rotzler	San Antonio		3	4	2	4334 3
12334	Jimmy Zars	San Antonio		6	2	4	4115 4
14290	Bob Cummings	Dallas		1	6	dnf	3354 5
13631	Bill Wheeler	Dallas		15	5	6	3197 6
9093	Keith Zars	San Antonio		11	10	7	3017 7
11209	Lee Woodbury	San Antonio		7	11	10	3017 8
12006	Jim Russell	San Antonio		10	13	9	2769 9
10515	Wally Walsdorf	San Antonio		4	16	14	2718 10
11888	Dick Williamson	Fort Worth		8	dnf	8	2578 11
12001	Tom Steward	Dallas		9	14	13	2532 12
11796	Joe Jellerson	San Antonio		16	9	12	2490 13
13933	Louis Nelms	Fort Worth		13	dnf	5	2480 14
11611	Jim Bookhout	Dallas		14	8	dnf	2342 15
13083	Henry Towles	Dallas		12	12	dnf	2211 16
9096	Finis Collins	San Antonio		17	dnf	11	1876 17
4479	Joe Stevens	San Antonio		19	17	dnf	1589 18
5824	Dick Gabler	San Antonio		dsq	7	dns	1480 19
10533	Bill Pfeil	San Antonio		18	15	dns	1205 20
12005	Barton Cox	Austin		dnf	dnf	dns	761 21
13287	Dick Ludwig	Dallas		dnf	dns	dns	361 22

Ed Probeck Won Chicago Small Boat Regatta Series

17 Snipes started the 3 race sanctioned Small Boat Regatta series July 6-7 at the Burnham Park Yacht Club in Chicago.

2 races were scheduled Saturday July 6th. Clear skies and a moderate 10 mph breeze from the SE made for ideal conditions on Lake Michigan. 17 Snipes crossed the line in a cluster with Ed Probeck of Chicago leading the way at the windward end of the line while John Eilers of Cowan Lake, Ohio, was farther down the line in a safe leeward position. On the windward leg, Probeck worked out ahead, with Bud Hook of Indianapolis in close pursuit. On the reach, Bobbie Frahm of Grand Rapids worked up to 3rd. The run, almost dead before the wind, allowed some boats to tack downwind and improve their positions for the final beat. On this last mile long beat to the finish line, Hook battled to within one second of catching Probeck before the gun. Frahm held his 3rd, Greaves 4th, and Major Hall of Piskatee Bay, 5th.

Before the 2nd race, the wind eased up to 4 mph out of the south and gave indications of switching to the SW in brief gusts up to 12 mph. The start was in chop with winds 4-6 mph and Jack Busch led the fleet over the line at the windward end, while 7 boats led by Greaves and Johnson made leeward starts figuring on a fresher breeze and hoping for the southwesterly switch to lift them to the south mark. Wind shifts did cause some trouble at the windward mark after Hall, Probeck, and Eilers had rounded and forged into a commanding lead with Busch 4th. Greaves fell into 5th by passing Underwood of Peoria on the reach. The run was rather quiet as the wind moved back south as the fleet sailed out into the lake. The final beat saw several places change hands, especially near the finish. Probeck tried in vain to close with Hall, while Eilers tried to get Probeck. In a tacking duel, Greaves and Fleck

passed Busch. The order of finish was Hall, Probeck, Eilers, Greaves, and Fleck.

After 2 races, standings were Probeck, Hall, Greaves, Fleck, and Hook in order.

When boats were put away, the keg which was awarded to the visiting fleet with the most boats attending (6 fleets tied) disappeared in the midst of a thirsty crowd. Supper and the evening party were interrupted only by the giving of a bucket and sponge with Snipe insignias and the individual boat number on each item to every participant.

Sunday dawned clear and cool with a north wind blowing 25 mph, gusting to 35 with 3-4 feet seas running. The race was postponed and then cancelled as gusts reached 45 mph.

Thus the standings at the end of the 2nd race determined the final overall regatta winners.

SKIPPER	CLUB	RACE	1	2	PTS. Fin.
Ed Probeck	Chicago, Ill.		1	2	3121 1
Major & Sladen Hall	Grand Rapids, Mich.		5	1	2896 2
Charlie Greaves	Chicago, Ill.		4	4	2738 3
Dick Fleck	Chicago, Ill.		7	5	2452 4
Bud Hook	Indianapolis, Ind.		2	11	2421 5
Mike Underwood	Peoria, Ill.		6	8	2314 6
Bobbie Frahm	Grand Rapids, Mich.		3	12	2285 7
John Eilers	Cowan Lake, Ohio		12	3	2285 7
Jack Busch	Chicago, Ill.		11	6	2125 8
Don Johnson	Chicago, Ill.		10	7	2117 9
Dick Ver Halen	Chicago, Ill.		9	9	2048 10
Wally Brodhead	Crystal Lake, Ill.		8	14	1818 11
Jay Brown	Chicago, Ill.		14	10	1690 12
J.W. Ertl	Chicago		15	13	1460 13
Bill Shapera	Chicago		13	16	1409 14
Don Campion	Chicago		DSQ	15	1205 15
Mike Isaac	Chicago		16	DNS	625 16

—Three-Time Southern Champion is Gilreath—



THIS FINE LOOKING BUNCH OF HAPPY TROPHY WINNERS LOOKS MIGHTY COMPETENT! - left to right, front row, Harold Gilreath of Atlanta, winner of the championship; Frank Johnson, Atlanta, 2nd; Lloyd Cox, Chattanooga, 3rd; Chris Jones and Joe Harmon, both of Atlanta, 4th and 5th; Standing, Lowry (Buzz) Lamb, commodore of the PYC, 6th; Derek Peters, Atlanta, 7th; Dan Williams, Chattanooga, 8th; Hubert Horan, New York, 9th; and Cliff Hogg, West Point, Ga., 10th.

Harold Gilreath of Atlanta became a three-time winner of the Southern Snipe Championship at the 12th annual regatta for that honor held on May 18-19th at the Privateer Yacht Club on Lake Chicamauga, near Chattanooga, Tennessee.

His one-time crew, Frank Johnson, also of Atlanta, was 2nd, and Lloyd Cox of the host club came in 3rd.

Wind was fair to midding on Saturday, but the Sunday morning race had to be called after the 28 contestants had drifted for an hour and a half. Gilreath was in the lead when the race was stopped.

The Powder Puff Race, a special feature for lady skippers and crews, was won by Happy Jones of Memphis, who also won this race two years ago. Beth Norwood of Atlanta was a close second.

In winning the trophy, Gilreath had a 1st and a 2nd for 3121 points; Johnson racked up a 2nd and 5th for 2817, while Cox had a 7th and 1st for 2756.

— Brainard Cooper.

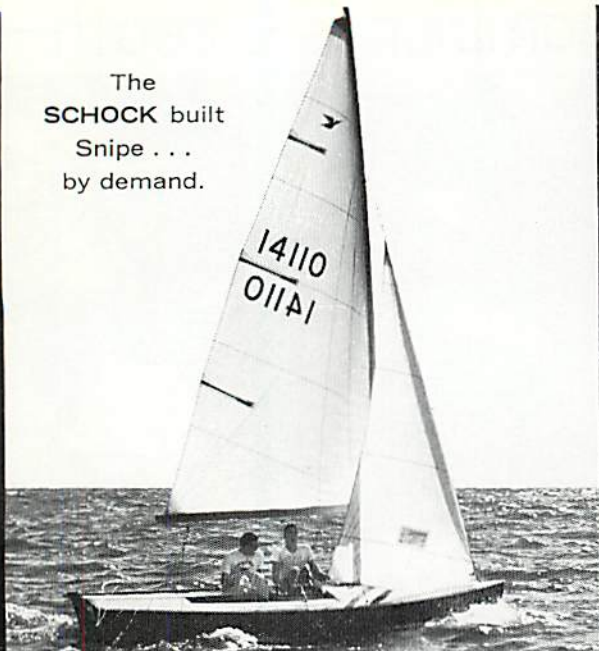
SOUTHERN SNIPE CHAMPIONSHIP REGATTA

Skipper	Club	Race 1	2 Pts.	Skipper	Club	Race 1	2 Pts.
Harold Gilreath	Atlanta	1	2 3121	Dr. Sam Norwood	Atlanta	15	14 1405
Frank Johnson	Atlanta	2	5 2817	Frank Guesz	Cincinnati	11	19 1324
Lloyd Cox	Chattanooga	7	1 2756	Dick McCarthy	Atlanta	14	16 1354
Chris Jones	Atlanta	3	6 2669	Pete Rose	Atlanta	19	15 1100
Joe Harmon	Atlanta	4	7 2525	Elden Howell	Columbus, Ga.	17	15 1105
Lowry Lamb	Chattanooga	10	5 2405	Pat Crowe, Jr.	Chattanooga	20	17 1017
Derek Peters	Atlanta	6	8 2314	Delkin Jones	Atlanta	16	25 881
Dan Williams	Chattanooga	5	12 2137	Herman Green	Chattanooga	22	20 802
Hubert Horan	New York	8	15 1875	Don Arthur	Chattanooga	21	22 761
Cliff Hogg	West Pt., Ga.	12	10 1802	John Wesley	Chattanooga	23	25 648
Frank Jones	Memphis	13	11 1684	F.F. Whittier	Atlanta	24	24 546
Beth Norwood	Atlanta	15	9 1555	Wally Bronberg	Birmingham	14	DNF 458
Brad McFadden	Atlanta	23	4 1538	Glen Young	Chattanooga	26	27 421
Don Cochran	Olewater	9	21 1474	Harley Hopkins	Chattanooga	27	26 421



WINNING LADY SAILORS - Skippers, seated with the crews behind them (l. to r.) are: Mrs. Frank (Happy) Jones of Memphis and Helen Jones, Atlanta, who came in 1st; Beth Norwood and Dee Peters, both of Atlanta, 2nd; Martha McConkey and Ruth Kvanen, both of Chattanooga, 3rd. —Free-Press Photos.

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2nd Northeastern Regatta Big Success —

Old Home Week on Lake Wawassee — Buzz Levinson and Jack Tillman Top Winners



A Perfect Picture of a Perfect Start on a Line Laid Out by Harry Levinson, RC Chairman.



TOP THREE WINNERS: Holding their impressive trophies, (l. to r.) Buzz and Winnie Levinson, 1st; Dick and Jack Tillman, 2nd; Herb and Paul Zent.

40 boats from Districts 3, 5, and Canada attended the second annual Northeastern International Snipe Championship this Spring and raced three Olympic type courses on Friday and Saturday, May 31st and June 1st on beautiful Lake Wawassee, Indiana, site of the 1938 U. S. Nationals.

Medium breezes the first 2 races Friday gave way to a light wind for the 3rd one Saturday. Cancellation of the 4th race that afternoon was due to lack of wind.

The 1st race Friday afternoon was a ESE wind 8-12 mph. Dexter Thede got off to an early lead, was first at the weather mark, and steadily increased his lead throughout the race. Paul Zent passed Skip Baxter on the 2nd tacking leg and finished 2nd, Baxter 3rd.

The 2nd race Friday afternoon the wind was about the same. Jack Tillman and Paul Zent fought it out most of the way with Tillman pulling away the last leg, Zent 2nd. Buzz Levinson worked up from 7th the first leg to finish 3rd. Thus Zent was clearly the most consistent sailor Friday with two 2nds.

During the 3rd race Saturday AM the wind gradually lessened from the ESE down to 2-8 mph. The lead boat, Buzz Levinson, finished the 6-mile course in two hours. He held the lead from the first weather mark, gradually increasing it. 2nd was Jack Tillman, holding a good lead over Lee Thompson, who finished a good 3rd. Stan Salzenstein edged Bob Vreeland by 4 feet to garner a 4th. With Levinson and Tillman finishing 1-2, it was too much for Zent with 8 and Thede with 11 in this race to overcome, so winner for the series was Buzz Levinson from Indianapolis and Wawassee, with his wife, Winnie, crewing. 2nd

was Jack Tillman, also an old Wawassee sailor, with brother Dick crewing. Both of the latter are now Captains in the US Air Force, and were home at Wawassee for a fast weekend. And to keep up with the strong family ties, Paul Zent with brother Herb crewing, came in for 3rd place overall. All three winners received beautiful antique perpetual trophies which were donated last year and set up for this regatta by Jackson Cummings of Marcellus, N. Y. Permanent medals were also awarded to the skippers and crews, while all other skippers had their choice of a large pile of door prizes.

Next year, District 1 will hold the Northeastern Regatta. The proposed site is an Olympic course on Chesapeake Bay, and is sponsored by the Severn Sailing Association of Annapolis, Maryland. District 3 will send some good skippers over to try and keep the Northeastern title in its district!

Recap of scores submitted below include each boat's position at the end of the first lap, as well as final position, in each race.

— Harry Levinson

NORTHEASTERN INTERNATIONAL REGATTA

Lake Wawassee, Indiana — May 31st - June 1st, 1963.

ENTRIES	LEEWARD	FINAL	LEEWARD	FINAL	LEEWARD	FINAL	FINAL STAND- ING
	MARK 1st RACE	1st RACE	MARK 2nd RACE	2nd RACE	MARK 3rd RACE	3rd RACE	
Buzz Levinson #13020	7	1	7	3	1	1	1
Jack Tillman #13046	20	8	1	1	6	2	2
Paul Zent #11117	5	2	2	2	9	8	3
Dexter Thede #13200	1	1	8	5	4	11	4
Bill Hancock #13032	6	6	5	10	33	16	5
Bob Vreeland #12099	20	10	12	14	8	5	6
Lee Thompson #13008	23	20	11	6	2	3	7
Jerry Jenkins #13030	8	7	16	16	5	7	8
Carl Zimmerman #13007	15	17	6	7	12	9	9
Howie Richards #10517	22	11	23	13	3	13	10
John Call, Jr. #13888	3	5	9	11	29	33	11
Doug. Keary #10819	18	16	17	21	19	6	12
Dud Hook #12660	29	18	18	15	13	12	13
Bill Krieg #10153	27	23	21	11	21	10	14
Stan Salzenstein #12322	19	31	19	19	7	11	15
Skip Baxter #12140	2	3	24	18	2	4	16
Dan Wesselhoft #13105	17	12	11	18	25	21	17
Bob Bigham #8076	25	27	13	12	11	18	18
Pete Lundt #9181	30	11	26	23	24	18	19
Dud Leonard #9299	11	29	3	8	10	26	20
Dick Reifler #13501	32	32	4	9	30	21	21
John Glenn #10870	9	14	10	20	27	17	22
Earl Troeger #9432	16	13	15	22	27	31	23
Jim Porter #11160	28	22	30	29	11	14	24
Bob Baker #10800	4	9	32	30	15	DNF	25
David Shane #12110	34	19	31	26	17	20	26
Don Hesselshwerdt #13319	31	25	33	24	27	27	27
Fritz Grass #13087	DNS	DNS	27	17	26	29	28
Bob Porter #11368	35	33	28	28	20	19	29
Al Jarret #8129	12	15	DNF	DNF	DNS	DNS	30
Wayne Milne #13835	DNF	DNF	20	25	34	25	31
Tom Hockel #11811	14	21	39	36	24	DNF	32
Jim MacKenzie #10668	36	34	29	33	16	23	33
Joe Bueck #12704	24	28	36	35	22	28	34
Warren Glunt #11311	33	26	37	34	36	32	35
Ed Probeck #12100	13	30	22	27	DNF	DNF	36
George Oust #11310	37	35	25	32	31	34	37
Tom Braxton #7870	21	DSQ	34	38	32	30	38
Bob Hague #12399	26	DNF	31	37	35	DNF	39
Steve Bleneman #8582	38	36	35	DNF	DNS	DNS	40

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(SNIPE IN THE OLYMPICS? from Page 5)

in existence, the two-man centerboard type. Only one of the five Olympic classes is a two-man centerboard design, the Flying Dutchman. It is not a large class and not even one design. Adapting the Olympic theme of individual excellence to yachting would surely dictate a one-design class in which the efforts of the skipper and crew alone, not a unique high performance boat, would produce the winner. There are other arguments in Snipe's favor, but more important, what can we do as Snipe sailors to get our class into the Olympics?

The first step is to contact Olympic and IYUR representatives through National Secretaries. The representatives should be aware of your desires and the qualifications of Snipe. Many possibly don't realize what a fine racing boat Snipe really is!

A second step is to take an active interest in other classes, particularly the Olympic classes. You can boost Snipe more by being familiar with these classes and knowing some of the people who race them. However, if the occasion arises, take the opportunity and race one of these boats in a regatta. Your arguments will be much more convincing after you've beaten some of the Flying Dutchmen or Finn sailors at their own game.

Last, and most important, continue to be active in SCIRA and remember that through continued effort and perseverance, we will someday see Snipe in the Olympics!

Dick Tillman has been an ardent Sniper all his life and his boyhood sailing experience at Lake Wawasee has led him to many titles and trophies, climaxed by winning the U. S. National Championship in 1959. He represented the U. S. in the Western Hemisphere Regatta at Porto Alegre, Brazil, and has had many other contacts with international sailors. He sailed Finns in the Olympic try-outs in 1960 and finished in the top five. So he knows what he is talking about when he states his conclusions.

Many top Snipers are sailing in elimination races now being held throughout the country in the Finn, Flying Dutchman, and 5-0-5 classes for a spot in the final series for the selection of the Olympic teams in those classes. A rewarding experience!

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FERNANDO SANJURJO, winner of the 1962 Argentine National Championship.



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Barrie Yacht Club Commodore Maurice Barre congratulates Snipe Fleet Captain Bill Porter on receiving charter for SCIRA Divisional Fleet 568. Snipers Jack Fair and Ivan Sarossy look on with approval. Absent charter member is Bill Prior.

— Photo by Barrie Yacht Club, Barrie, Ontario, Canada.

— SOME CALIFORNIA REGATTA NEWS —

Mike Jager, from that hot-bed nursery for Snipe sailors at Newport Harbor, has had a real good time winning the big ones in Southern California this spring. He has enjoyed a personal duel with Don Adams of Alamitos Bay, but "Shifty" always "lucks" his way into the big prize, which, after all, as JJ and Prof. Huggins say, is the main objective of racing!

In the 1963 Mid-Winter sailed out of Alamitos Bay in February (where 30 Snipes tied with 30 Finns for the largest class in the regatta), Adams got a good start in good winds and white-caps to hold his lead all the way around. The 2nd race Sunday was a real drifter and Don was 1st at the windward mark, but Jager passed him on the long run to the leeward mark. It was tough going on this run in light airs with the chop and swells, and the advantages of a mast-vang were emphasized.

The last race was sailed in light but steady breeze and featured a line which couldn't be laid on the starboard tack, but Adams tried, bless his soul, and in the process he ran over one end of the line, which retired him in favor of Scott Allan. But Mike was high man when the 3 scores were totalled.

Final standings: 1-Mike Jager; 2-Scott Allan; 3-Lew Bedford; 4-Tim Shock; 5-Shorty Campbell; 6-Herb Shear; 7-Jerry Thompson; 8-Greg Harris; 9-Dan Elliott; 10-Don Adams. (Top Ten)

In March, the 1st annual Hurricane Gulch Regatta put on by Carrillo, 34 Snipes, including two Michiganders, sailed 3 races on Saturday in 10 knot winds. Here Adams won all 3, and Jager took 2nd in all 3. In Sunday's 1st race, a big wind shift made the 1st mark attainable on a port tack from the start, and those starting on starboard never recovered. Huggins won with Mike 8th and Adams 14th. The 5th race was the piece-de-resistance, sailed outside the harbor in winds blowing 15 knots, making the ocean pretty rough. Several mishaps occurred, and Skip Boston from Michigan won this one. When Adams was over at the start and Jager got a 10th, the die was cast for sweet overall victory for Mike, and Bob Huggins took 2nd in yet another regatta. -H. Shear

BOAT	SKIPPER	CLUB	RACE	1	2	3	4	5	PTS.	Fin.
6752	Mike Jager	Newport Harbor	2	2	2	8	10	24		1
3518	Bob Huggins	Palo Alto	7	11	12	1	8	38	3/4	2
14093	Lew Bedford	Mission Bay	19	6	14	2	2	43		3
13027	Jerry Jenkins	Mt.Clemens, Mich.	6	5	9	12	14	46		4
13232	Don Adams	Alamitos Bay	1	1	1	14	DNS	46	3/4	5
14110	Tim Shock	Newport Harbor	11	14	6	13	6	50		6
13599	John Laun	Newport Harbor	14	10	10	15	12	51		7
10567	John Jenks	Palo Alto	15	12	4	4	16	51		8
13332	Carl Eichenlaub	Mission Bay	3	15	15	16	3	53		9
13863	Bix Bixby	Alamitos Bay	17	9	7	6	15	54		10
7435	Skip Boston	Mt.Clemens, Mich.	16	8	3	27	1	54	3/4	11

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Wells Wanderings



by Ted Wells

RAMEL'S REVENGE

In the fourth race of the recent District 2 Championship, Joe Ramel had ample time and opportunity to reflect on the trials and tribulations of authors. (See Snipe BULLETIN December 1962). The wind had been dying since noon and we had been sitting around on the water waiting for quite some time when the wind finally picked up enough to make it look like we could race, so off we went.

About half of the first beat was normal - then the scrambling

started. It became a typical drifting match with each leg a beat, reach, and run at one time or another, with a pretty high percentage of nothing but sitting. The course was the standard Olympic course, and by the time we started the third windward leg, it was a close reach so that the boats passed each other coming and going. Joe was in about 37th place at this time and he found that one of the big disadvantages of getting anything published is that it is sure to come back and haunt you. The wind shifted a bit later so the finish was actually to windward and Joe worked up to 28th place. I lucked out with a 4th, and it was only by happening to be in the right place at the right time.

In the Iowa-Nebraska Regatta last weekend, Joe got his revenge in the first race, which was almost a duplicate of the one at the District Regatta, even to the number of boats (40). I worked my way back from a good start to about 30th, then picked up to 17th. Joe won by a good margin. I still hate drifters!

SCULLING?

In the race mentioned above in the District Championship, the reaching mark (or rather the mark that was supposed to be the reaching mark) was the postoffice you couldn't get to. Bill Kilpatrick got within a foot or so in first place; couldn't make it; did a three sixty and lost about 25 boats. The wind (which was zero with light puffs) seemed to be blowing away from the mark in all directions. A snail's pace was fast by comparison to that of the boats', and tillers were being slammed all over the place by skippers trying to reach the mark. The result was considerable discussion on what constitutes sculling, and how much tiller moving is legal.

There is an old appeal decision that states that moving the tiller in order to pump the boat around the mark is legal as long as the tiller does not cross the center of the boat. There is also a recent appeal decision which says the rapid wiggling of the tiller back and forth won't make a boat plane better. From these you might draw the inference that you can do anything you want with the tiller and you would be legal, but I don't think this is quite true.

I've tried to propel a Snipe by scientifically moving the tiller - away from center slowly and back rapidly should make you go forward - without any noticeable progress, even with fairly violent movement, but maybe I don't have the technique. In any case, I would say that thrashing around with the tiller to change the direction in which the boat is heading is definitely legal, even if you are doing your thrashing on one side of the center line to head up, then on the opposite side to head off and round the mark. However, any rhythmic motion of the tiller calculated to propel the boat forward would probably be held illegal. The recent appeal decision concerning this covers only the specific case of a boat which is nearly at hull speed.

FEARLESS FORCASTS

This is written well before the Nationals and won't appear until well after, so I'm really putting my neck on the block needlessly, but anyway, here are my predictions: A lake sailor will win! There will be wind variation from light to fairly heavy, and water conditions from smooth to fairly rough. Some of these buggy whip masts which are apparently becoming popular in light wind areas are going to turn out to be better buggy whips than Snipe masts. The winner will be the skipper who does the best job of guessing which side of the lake to favor going to windward. (It is taken for granted that there will be about 15 or 20 boats, all of which can go fast, and that no dumb stunts are allowed). All I hope is that I didn't use up all my good luck winning the Fort Worth Club Invitational Regatta and the District 2 Championship there; that there will be no drifters like the one at Council Bluffs; and that I won't do any stupid things like trying to tack too close to a mark on the first beat of the first race in the Wichita regatta to preserve a 6th place. Taking a chance like this might have been justified at the last mark of the last race if necessary to win, but not under any circumstances at the first mark of the first race. (As it turned out, I would have won the regatta with a 9 in that race).



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— SANCTIONED RACE DATES —

- Aug. 17-18 **ROCKY MOUNTAIN** Snipe Championship Regatta
Rocky Mountain SA, Shadow Mountain Lake. W.
T. Scofield, Box 679X Rt. 3, Golden, Colorado
- Aug. 31- **LAKE WORTH SC** Regatta, LWSC, Lake Worth.
Sept. 1 Fred Smith, 4125 Selkirk Dr., Ft. Worth, Texas.
- Aug. 31 - **MIDDLE STATES** Championship, Island Bay YC,
Sept. 1-2 Lake Springfield, Ill. Phillip B. Peterson,
1840 W. Jefferson - Apt. D, Springfield, Illinois.
- Aug. 31 - **MASSACHUSETTS BAY** Open Championship,
Sept. 2 Cottage Park YC, Boston Harbor. Carmen A.
Pastore, 4 Johnson Ave., Winthrop, Mass.
- Sept. 7-8 **INDIANAPOLIS STATE** Championship, Eli Lilly
Trophy, Indianapolis SC, Geist Reservoir. Peter
Foe, 3920 East 71st St., Indianapolis, Indiana.
- Sept. 7-14 **INTERNATIONAL SNIPE CLASS WORLD**
CHAMPIONSHIP Regatta, Bendor YC, Isle of
Bendor, Mediterranean, France. Jean M. Dumas,
9 Bis Ave. de la Belle Gabrielle, Fontenay Sous/
Bois, Seine, France. This event will be preced-
ed by a Snipe Week of sailing from Sept. 1-6
OPEN TO ALL Snipers from all over the world.
On Sept 7-8, a race at Villefranche will take
place with a Snipe as first prize. Write to Mr.
Dumas for further information.
- Sept. 28-29 **MISSION BAY** Snipe Invitational, Mission Bay
YC, Pacific Ocean and Mission Bay. R. H. Maul,
3387 Bayside Walk, San Diego 6, Calif.
- Oct. 26-27 **HALLOWEEN REGATTA**, Atlanta YC, Allatoona
Lake. Franklin W. Johnson, 200 Stewart Dr.,
NE, Atlanta 5, Ga.

When an official sanction is granted by SCIRA, attention of the regatta officials is directed to the Rules for Conducting Sanction-Regattas printed on Page 184 of the Rule Book. This has been done for 5 years. When sailors complain that the rules are not being followed and are unhappy over the regatta, there is no one to blame at all except those in charge of the affair, who either never bothered to look the rules up in the rule book, claiming there were none around (which is difficult to believe), or they have ignored them deliberately for their own ideas!

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SCIRA

SNIFE NEWS IN BRIEF

Snipe fleets from many parts of the country are reporting more members than ever before, and this satisfying condition means greater activity resulting in attracting even more interest in Snipe. As Bill Scofield reports, "Please send me a supply of measurement data sheets. Happily, the Rocky Mountain Fleet 210 is growing so fast, I've run out." And Herb Shear sends in a list of 28 active boats, all in good standing and mostly all new boats with a large percentage of fiberglass construction. He brags about the fine status of the Mission Bay Fleet 495 and well he might, too, for it was just established a few years ago and now has a "super hot" bunch of sailors. They are sending a full complement to the Nationals. . . . At the other end of the country at Winchester, Massachusetts, Geoffrey Kerrigan reports that Fleet 77 "held our regatta last weekend and it was the best one we have ever had. There were 49 boats entered." Did someone say that Snipe was not popular in New England? . . . Diamond Lake Fleet 158 is one of the old-timers in SCIRA and has had it's ups-and-downs. Handicapped by being a summer vacation fleet, sailors from there are seldom seen at big national regattas, but many will remember Bud Leonard and his fine sailing record for past years. He still wins with regular monotony in their weekend races against a large group of good competitors. Diamond Lake is co-sponsor of the important Michiana Regatta with Eagle Lake each year. . . .

Speaking of low-numbered Snipes: Last month it was an enquiry about #8; this month #9 has been transferred to Vinnie Beakey of Fort Worth; and #1 has been entered in the Nationals by owner W. C. Sorensen of Shreveport. A lot of boats have gone over the dam since these hulls were built. . . . Henry C. Towles, Jr., thinks his family is one of the most active Snipe families in the country. He maintains residences in both Dallas and Oklahoma City and he has sailed actively in the 4 fleets of Dallas, Fort Worth, Oklahoma City, and Council Bluffs as an active member along with his 2 sons, Andy and Chris, who crew for Bill Kilpatrick and Louis Nelms when not sailing their own boats. There have been 10 regattas in District 2 so far this year, and Henry has been in all of them, the only skipper in the District to do so. For the benefit of sailors who never leave their little local lake, listen to this: "Incidentally, I placed 2nd at Wichita this year in my old boat 13083. I picked up my new boat 14543 at Wichita, took it to Oklahoma City to be measured, went to Council Bluffs the next weekend, and came in 2nd in that regatta." (These cities are several hundred miles apart in the wide open spaces). "It is very rewarding to me and to my wife to be able to participate and enjoy a sport with our teen-age children. We plan to continue for a long, long time." And it certainly will be a pleasure to meet the Snipe Sailing Towles at the next big regatta! Look for them - chances are they will be on the water! . . . The Girl Scouts in Memphis have sold their old wooden boat and bought a new fiberglass hull!

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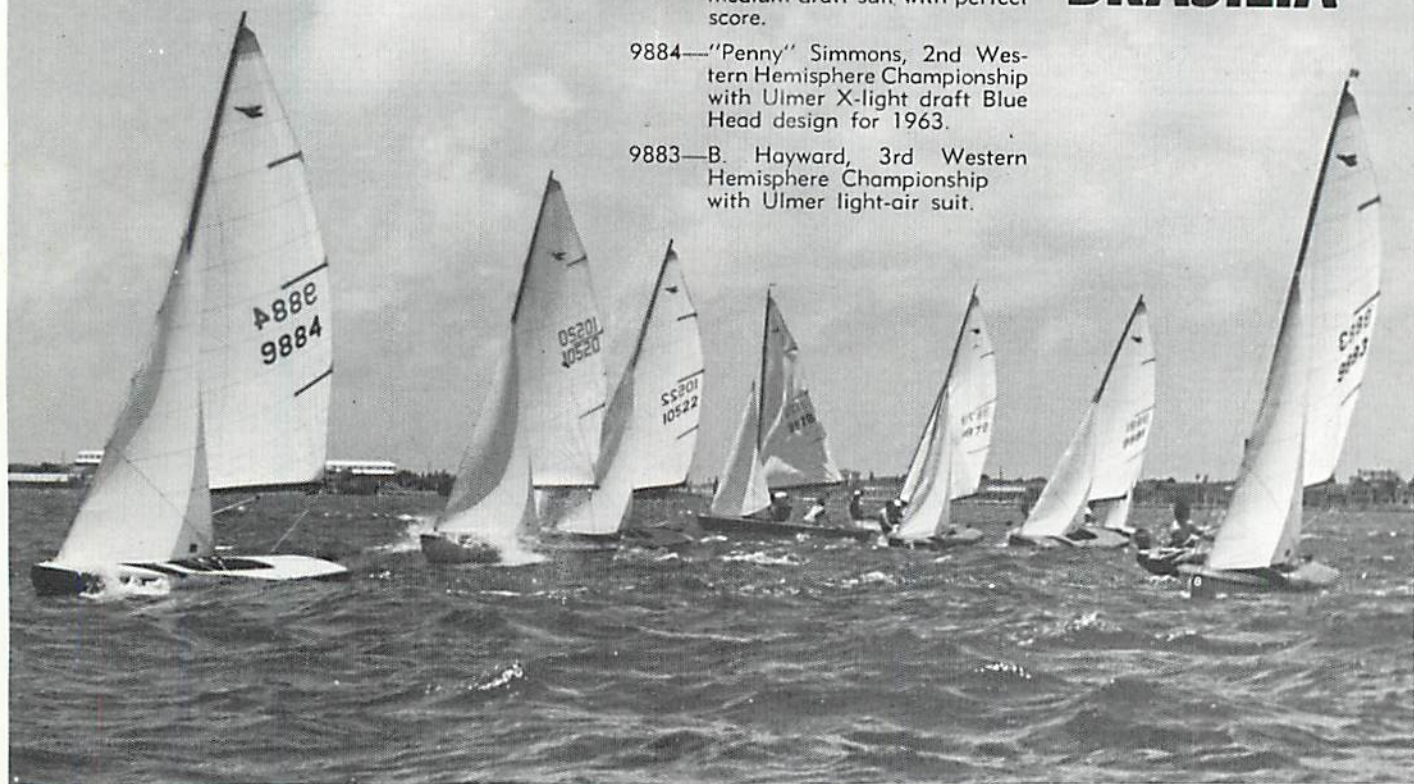
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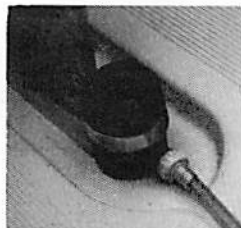
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