

Snipe



BULLETIN

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Voice Of The People

A NICE REPORT FROM TURKEY

" May I take this opportunity to introduce myself. I am an aeronautical engineer who graduated from Embry Riddle in Miami, Florida, but did not take up Snipe racing until after my return back home to Turkey.

I have just been elected Captain of Fleet 553 and wish to convey to you the feelings of the members of my fleet, which I have always thought you should share. Needless for me to remark that we were chartered only a couple of years ago, and that we are rather inexperienced and too few.

However, with the spirit of true sportsmanship, and a great love for Snipes, our Yilman Rasis-Ergun Sengun obtained the National Junior Championship to compete in Royan in our first year, and last year, we were the senior champions and went to Bendor to race with the best in the world. Achieving so much in such a short time has made our fleet the proudest in the nation. You can then imagine how pleased and happy we were to see the picture of our championship team and national representatives on the cover of the June BULLETIN. It makes us even prouder!

This summer we hope to better our performance and have already planned the purchase of several more Snipes. In due course, you will hear of such performance.

Looking forward to a better racing season to all SCIRA fleets, I am

— Mufit Camat
Izmir, Turkey

LIFE AIN'T ALL PLEASURE!

" I'm stationed down here at Fort Jackson, South Carolina. I'd like to take out a subscription to the BULLETIN. I left mine (8002) at home and I think it would help take my mind off the heat and training if I could at least read about the boats and what my friends are doing on those nice, cool lakes.

Can you rush me some help - and just where is the nearest fleet located to Columbia, S. C. ?" — Pvt. John C. McShane
B Co. 12 Bn. 3rd Tr.
Ft. Jackson, S. C.

FREE BULLETINS BEST WAY TO ADVERTISE SNIPE

" I am enclosing dues for a new SCIRA member in the Pittsburgh area - Don Griffin. Don is a good example of the value of the BULLETIN. He subscribed long before he owned a boat, and as a result, he knew what he wanted, and when it came time to get one, he bought with intelligence.

The policy of furnishing free copies to such interested Snipers and also providing crews with copies is one of the best things SCIRA can do to advertise what it has to offer. Money spent for such controlled publicity is certainly not wasted and is the best possible way to advertise. We are trying to accomplish the same thing with other possible sailors with the extra copies of the BULLETIN you are sending us. Keep them coming!" — Robert H. Lane.
Deep Creek 71.

" PRINCIPAL SAILING RULES" FAME IS WORLD WIDE

" Would you kindly send me 60 copies of your latest revised edition of PRINCIPAL SAILING RULES by Fearon D. Moore.

I am the Junior Activities Program Secretary Treasurer of the Boothbay Harbor Yacht Club here in Maine. I find them exactly what I need in my work and they are also very popular." — James G. Bowden III.

And in the same mail, came a check for 20 copies to be sent to Sgt. James E. Odom of the Windward Sailing Club of the Marine Corps Air Station somewhere in the Pacific. It is a long way from Maine to the Windward Islands (?), but sailors have the same desire for this excellent little pamphlet. Fearon Moore, the author, also got 60 copies to distribute during the Hawaiian Regatta Oct. 24-31 when they hope to have some of the Olympic crews stop over and participate. It gets around!

Nice sailing, Basil Kelly, in your Lippincott... taking third place in the Worlds

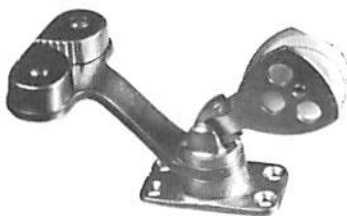
That was a superb performance you gave us in France. It took a masterful fusion of boat, sails and skipper to beat out the other greats of the Snipe class.

Your achievement is further proof that Lippincott Snipes will continue to perform outstandingly in Class boat competition. Come on, the rest of you Snipe sailors! Get in on the fun. Race a Lippincott yourself this season.

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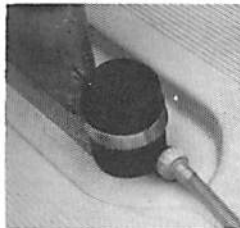
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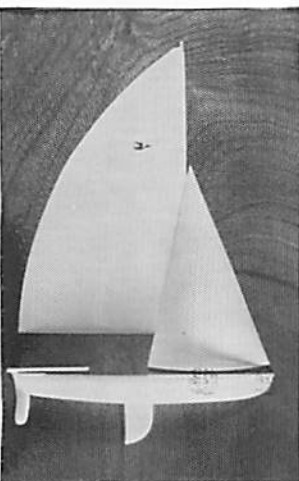
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SNIPE BULLETIN

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The Cover

At first glance, one would say that here is a boat with a powerful motor on the rear, for the patterns of the bow and stern waves certainly resemble those thrown up by power boats. But there is not — it is just an excellent shot of a Snipe planing under ideal conditions. The lack of large waves and chop enabled it to get up full hull speed and the ride must have been terrific. That is the ideal form which all Snipers dream about while winning the National Championship at 2 A. M. on a winter night.

The picture is of "Chico" belonging to Nils Monstad of Norway and was taken late last Fall by Arfinn Johnsen. It is one for the archives.

— THE SCORE —

Numbered SNIPEs — 15186

Chartered Fleets — 589

Guess we bragged a little too soon about the growth of the International Snipe Class when we reported on the large number of new numbers being issued last month. Suddenly we got hit on the head, for only 34 were issued in this tenth month of our fiscal year. But it could have been worse, as the Spring crop of Snipes (along with babies and lambs) has now all been duly registered, and, during the height of the sailing season, few get new boats (except some of the hopefuls prone to blame troubles on their boat, equipment, etc.). But that brought our total up to 516, so we still stick by our predictions of a near-record year. Should be second best, at least.

26 went to the United States, while England and Turkey got 3 each, and Canada took 2.

For many years, the many Snipes existing in Denmark were not officially affiliated with SCORA fleets. The Pioneer Fleet 302 was the old stand-by. But now Uffe Josephsen, the National Secretary, has re-arranged all the records and announces the formal applications for 6 fleets, and we welcome them with open arms. He requests that Charter 302 be re-issued to the Espergarde Fleet, and that has been done. The other 5 are as follows: Rungsted 585; Copenhagen 586; Kolding 587; Frederica 588; and Skanderborg 589. Charter fees for 1964 have been paid for all these fleets and charters issued July 14, 1964. Thus another strong stone is added to the foundation of the class.

The 1964 Western Hemisphere Championship

Commodore Hook has appointed Ted A. Wells as the official SCIRA representative for the Western Hemisphere Regatta to be held in Oakville, Toronto, Canada August 21-28th. This should be a very fine event with two teams from each eligible country sailing in identical new fiberglass Snipes furnished by Canada. Spectators are urged to make reservations with Doug Keary, 238 Albion, Oakville, at an early date. There are convenient motels. A very fine program for all to enjoy has been arranged, too. Bring along some sailing movies and slides, IF GOOD.



TWO PROMINENT COMMODORES - Pictured at the Indianapolis Sailing Club, host club for the Indiana Open Lightning Championship last May, are the heads of the two largest one-design organizations, totaling 23,000 registered boats throughout the world. On the right is A. F. "Bud" Hook, 1964 Commodore of the International Snipe Class and a member of the ISC, showing the ropes to President Jay Limbaugh of the International Lightning Class Association.

Cuban Snipe Sailors Really Lucky

A recent news despatch told about a small open boat drifting ashore on the southern coast of Florida, evidently from Cuba. It contained some articles of clothing and personal effects, a small amount of provisions and water, and two large bullet holes through the gunwales. It gave mute evidence of an unsuccessful attempt to flee from Cuba to freedom in the United States.

The story emphasized again the remarkable feat of the 2 Cubans who sailed across the Gulf Stream in a Snipe, as related in last month's BULLETIN. They had no more than a 50-50 chance (perhaps even less) for making a successful journey, let alone death from shooting. But it shows the depth of their great desire to escape regardless of all odds and cost.

Also, their great trust and confidence in Snipe is noteworthy. True, they were experienced and skillful sailors, used to Snipes, and they knew how to handle the boat under all conditions. But they chose a real little yacht - not a high-performance boat with the beautiful nautical lines of an eggshell, dish, pancake, or a pair of skis designed primarily to skim over the top of the water with wind and wave conditions favorable for planing on runs and reaches - but one designed for stability and trustworthy performance regardless of weather conditions. Even then, they were extremely lucky, and such feats are not recommended at all. Several years ago, Jules Kroeger of Rochester, N. Y., and a skilled Sniper in the Newport Fleet 103, proposed to sail from Miami to visit his Sniping friends in Havana. He was finally persuaded (by the Coast Guard!) not to do it. The Officers and all members of SCIRA congratulate Garcia and Hernandez and trust they will remain good Snipers for many years. How they must love that boat! They are now in the process of being re-located in the U. S. and the BULLETIN will keep you informed of their situation.

A Do-it-yourself Project

It may be that your Fleet Captain or Treasurer has never asked you for your 1964 dues; in that case, the proper thing to do is to ask some questions, or just send the amount in yourself. There are still quite a few boat owners to hear from and a questionnaire and statement will be sent to all shortly, but don't wait for official notice; if you don't have a 1964 card, send in a check. Keep your boat active and the BULLETIN coming!

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THE 3rd NORTHEASTERN REGATTA WON BY STOVY BROWN

Three races in northerly winds of 8-14 mph and a drifter comprised the 1964 Northeastern Championship Regatta held on the Chesapeake Bay off Annapolis over Memorial Day weekend. Superb courses were set on an Olympic circle (eight marks around the periphery) by the crack race committee that worked the Mallory Cup Series.

Stovy Brown from the host Severn Sailing Association won with a 3-1-1-1, which does not show how close the races really were, since none were decided before the windward mark of the second lap. Dick and Jack Tillman from Indianapolis took 2nd for the second year in a row. Dick and David Lamb from S. S. A. eeked out 3rd from Jim MacKemzie of Keuka Lake, N.Y. Jim led the field after Saturday's two races, but suffered a disqualification at the start of the third race when he was protested for failing to keep clear of a leeward yacht.

The Annapolis Fleet threw a cocktail party before the dinner Saturday night. As a souvenir, each boat received a picture taken by a professional photographer on the way to the start of the first race. Flags were awarded for daily 1st, 2nds, and 3rds, and the custom of giving gold, silver, and bronze medals for series winners was followed.

FINAL RESULTS - 1964 NORTHEASTERN CHAMPIONSHIP

Severn Sailing Association - Annapolis, Maryland - May 30-31

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	PTS.	Fin.
14002	Stovy Brown	Severn S.A., Md.	3	1	1	1	1	6244	1
13046	Dick Tillman	Indianapolis, Ind.	2	5	3	4		5630	2
13901	D. Lamb	Severn S.A., Md.	5	6	2	3		5486	3
10668	J. MacKenzie	Keuka Y.C., N.Y.	1	2	dsq	2		5426	4
13902	W.C. Gibson	Severn S.A., Md.	7	3	6	5		5121	5
11900	J. Kroeger	Rochester, N.Y.	6	4	4	7		5119	6
10602	Kathy Gunter	Severn S.A., Md.	4	dnf	5	6		4674	7
12137	Bob Lane	Deep Creek Y.C., Md.	10	8	7	8		4295	8
7381	Bob Harris	Severn S.A., Md.	9	10	8	9		4098	9
10373	E.O. Weinschal	Washington, D.C.	11	11	9	10		3785	10
4472	Bob Mills	Washington, D.C.	13	dnf	11	11		3368	11
10850	E.H. O'Brien	Washington, D.C.	12	9	10	dns		2826	12
11554	John McCoy	Severn S.A., Md.	8	7	dns	dns		2245	13

Use Common Sense

SAILING A SMALL BOAT

Sailing a small boat is as safe a sport as you can find. Like in all boating, the fundamental rule of safe boating is the use of common sense.

If you are boating alone, common sense decrees that you wear a life preserver. And, this rule is even more important in a sailboat than a power boat, for in sailing you must move about to control sails and trim. If you fall overboard, the life belt will keep you afloat for many hours. Another important rule to remember when sailing alone is never to lash the tiller or helm.

A well-tuned sailboat has a slight weather helm — a tendency to "come up" and head directly into the wind. When you let go the tiller the boat will automatically swing its bow into the wind until it stands upright, its sails luffing, shaking and spilling the wind.

Should you fall overboard with the helm lashed, the boat will sail away from you and unless there is help nearby, your position is an unenviable one. If you fall overboard and the helm is left free to swing, watch the antics of your boat before you swim for it. You will find that eventually it will head into the wind, hover there for a few moments, and then start to drift backwards.

As it does, it will fall away from the wind, fill its sails, and start to move forward until it comes up into the wind again. Its path will be a series of short arcs as it continues to repeat this performance.

When sailing with passengers who are inexperienced sailors, it is well to instruct them to leave the tiller alone should you fall overboard. A panic stricken guest may freeze to the tiller and cause the boat to sail away from you just like the lashed helm.

— Al Mastics in Cleveland Plain Dealer

BORGAARRD-COACHED TEAM TAKES WHITTEMORE AGAIN



The Legere team gets a kick out of passing 1955 National Champion Harry Allen in 7432. — Photo by Peter Adams

Clarence Borgaarrd, Winchester's shrewd sailing mentor, sent a new team to the Whittemore Trophy Race and to the surprise of everyone except Clarence, they sailed away with the top award!

Norman Towle, with his wife Anne for crew, sailed three fine races in brisk 20 mph winds to out-perform a good field.

They won the prize on the last windward leg of the last race to overtake Tom St. John. Last year's Whittemore Champion, Tom Legere, placed 3rd.

The qualifying series on Saturday, May 23, drew 23 boats and Tom Legere, with sister Ann crewing, took early charge of this event. The wind was 5-10 and Tom was able to edge his boat into early lead and keep it there.

After the 3 races Saturday, the fleets were divided with the top 11 boats sailing for the Whittemore and the remainder for the St. John Trophy. The competition in both was very keen.

The race committee managed the races in fine fashion and the social committee provided the sailors and guests (including Borgaarrd) with fine food, grog, and fun. — Dr. Jim Lawlor

FINAL RESULTS - WHITTEMORE-ST. JOHN REGATTA

Quassapaug Yacht Club - May 23-24, 1964

HARRIS WHITTEMORE SERIES						
SKIPPER	CLUB	RACES	1	2	3	Fin.
Norman Towle	Winchester		1	2	5	1
Tom St. John, III	Quassapaug		2	1	6	2
Tom Legere	Winchester		3	3	3	3
Hi Upson	Quassapaug		7	6	1	4
John Wolcott	Quassapaug		6	8	2	5
Harry Allen	Quassapaug		4	5	dnf	6
Luke Czarny	Quassapaug		10	4	7	7
Ian Smith	Severn S.A., Md.		5	7	9	8
Joe Remlin	Cedar Point		8	10	4	9
Russ Allen	Quassapaug		9	9	8	10
Dr. Jim Lawlor	Quassapaug		11	11	10	11
THOMAS ST. JOHN SERIES						
Bob Bloomquist	Cottage Park		1	2	1	1
Budge Gabrielson	Bantam		3	1	2	2
George Schwenk	Quassapaug		2	3	4	3
Chuck Loomis	Cottage Park		6	4	5	4
Ed Carser	Quassapaug		5	6	5	5
Steve Hazeltine	Cottage Park		4	dnf	3	6
Roy Tyler	Bantam		7	7	7	7
Vin Stanton	Quassapaug		dnf	5	6	8
Barry Steward	Quassapaug		9	8	dnf	9
Phil Paul	Quassapaug		10	dnf	8	10
John Marsland	Quassapaug		8	dnf	dnf	11

Favorites Win Top Places in District 6 Championship

Lou Bedford, Carl Eichenlaub, and Earl Elms Are Prepared to Repeat in Nationals



DON ADAM'S CREW LOOKS OVER TO SEE THAT SCOTT ALLAN (14800) IS IN PRETTY GOOD POSITION as 46 Snipes get away in a race in a blustery series for the District Championship at Los Angeles Outer Harbor. — Beckner Photo

Southern California's District 6 Championship was held in Los Angeles Harbor's Hurricane Gulch May 23-24th, with 46 Snipe skippers participating over Olympic courses. Winds varied the first day from moderate to somewhat overwhelming, and during the second race a lot of us enjoyed a couple of screaming planes over long distances. As four boats had been disabled during this one, and it was getting late, the remainder of the races were held over until Sunday when 3 races were sailed.

The first of these two were in winds of 5-18 knots, and all went fairly well in accordance with skill and good fortune. Carl Eichenlaub had an Alphonse-and-Gaston sparring match with an ominous tugboat, but emerged to salvage a 3rd in this 4th race to place him in top spot at this point.

It was a cliff-hanger for the three top sailors going into the last race; any one could win this torrid championship by finishing well. After four races in which winds in Hurricane Gulch had been a Snipe-like 5 to 30 knots, this one dropped to 0 wind at the last leeward mark. A puff here and there scattered the fleet. The final results were written in the last race.

All three top skippers were from Southern California's newest and largest Snipe Fleet at Mission Bay in San Diego; each is a graduate or transfer from other classes where they had already proven their championship caliber.

Lou Varalyay's Race Committee gave us good starting lines, good courses, and fine committee work at sea and on shore. Hats off to committees like this! — Dr. Bob Schaeffer.

Final Results - 1964 DISTRICT 6 Championships - Top 27 places

Boat	SKIPPER	RACES	1	2	3	4	5	PTS.	Fin.
14593	Lew Bedford	6	2	2	2	1		11679	1
14677	Carl Eichenlaub	2	1	1	3	14		11074	2
14150	Earl Elms	1	2	5	1	11		11068	3
13935	Jack Steele	7	6	6	10	4		9876	4
14641	Jerry Thompson	45	4	4	4	3		8967	5
14489	Dave Ullman	10	8	12	8	8		8749	6
14600	R. E. Lohman	4	13	3	6	DNF		8423	7
14441	Lanny Coon	3	12	10	DSQ	2		8103	8
12970	Dave Andre	15	11	7	11	23		7216	9
12054	Shorty Campbell	11	24	17	12	6		7031	10
14800	Scott Allan	8	9	9	22	DNF		6859	11
9011	Bob Schaeffer	16	23	21	9	7		6609	12
13878	Bill Symes	26	7	11	15	DNF		5898	13
14675	Steve Swartz	12	18	32	7	22		5749	14
9020	Greg Harris	27	19	16	13	15		5565	15
13863	Bix Bixby	DNF	5	15	14	25		5557	16
14289	George Yule	41	17	20	17	5		5489	17
14488	John Thorne	19	21	23	19	10		5413	18
12505	Dave Peterson	14	20	14	18	DNF		5229	19
13211	Al Cline	18	14	18	20	16		5133	20
14495	Dave Desouza	13	34	27	5	DNF		4866	21
11771	Jim Hogan	23	34	13	16	18		4831	22
12377	Larry Stockett	21	15	8	DNF	DNF		4775	23
13599	John Laun	5	16	DNF	DNF	DNF		4752	24
12375	Herb Shear	9	16	DNF	DNF	DNF		3944	25
8418	Steve Green	24	26	33	34	9		3731	26
13332	Al Ziegenfuss	17	34	22	21	DNF		3627	27

Newcomer Wins District 7 Title With Impressive 1-2-1-2-1

Young Tom Tillotson Shows Way to Jim Warfield and Bob Huggins



Jim Amos, another youngster in 14481, gets a thrill leading "Old Professor" John Jenks (10567) around a mark. Note the swimming spectator hanging on to the buoy. He gets a good view, but some quick maneuvers around the mark (e. g. -tacking to avoid a collision) and he could be run over in no time flat. It's a dangerous spot! —Photo by Vern Warfield

Clear Lake, California, is noted for its noon day lulls and, sometimes, "flukey" winds, but this year, during the District 7 Championship Regatta over the weekend of June 13th, weather was nearly perfect. Winds ranged from a steady 7-15 mph with the third race providing the only heavy going in winds up to 20 mph.

Under these ideal conditions and with excellent supervision by our usual fine Race Committee headed by Vern Warfield, young Tom Tillotson showed the "old pros" his transom across the finish line with a remarkable series of races showing three 1sts and two 2nds in five races. This was an impressive showing against the likes of National Champion Bob Huggins and Pacific Coast Champ Jim Warfield. Tom, along with several others in the "youthful set" (Jim Amos, John Norheim, Dennis Silva, Warren Whaeton, and Ed Hornung) will be providing real stimulus to District 7 competition in the years ahead. All these fellows, under 20 years of age and sailing Snipes this year for the first time, have come up through the ranks of El Toro sailing in the tradition of a long line of top California skippers, and we expect to hear much more about them, not only locally, but nationally as well.

The first race of the regatta this year provided a departure from the traditional course of a 2 mile beat to the windward mark along the east shore. The winds were from a slightly different (than prevailing) direction and the normal reaching mark was established as the windward mark. It soon became apparent that no-one had the key to reaching this mark on the other side of the lake—that is, no one but George Nash, who got there first, maintained his lead the first time around only to lose it to Tillotson, Carlos Mattson, Jim Warfield, and Bob Huggins, finishing in that order.

The remaining races were sailed in classic style with the top finishers being most successful in playing the local lifts along the leeward shore, with Tom Tillotson and Bob Huggins

being the most successful in accounting for all five 1st places between them.

Although down somewhat in attendance from last year, this 1964 Championship Regatta was unquestionably the finest yet in terms of sailing conditions and competition. —John Jenks.

FINAL RESULTS — 1964 DISTRICT 7 CHAMPIONSHIP

BOATS	SKIPPER	RACES	1	2	3	4	5	PTS.	FIN.
14684	Tom Tillotson	1	2	1	2	1		7842	1
10792	Jim Warfield	3	3	3	3	2		7297	2
3518	Bob Huggins	4	1	dnf	1	4		6422	3
16683	Bob Miller	8	10	5	6	3		6015	4
10567	John Jenks	16	9	2	4	5		5835	5
14059	Duane Hines	9	7	7	9	6		5585	6
11438	Carlos Mattson	2	8	15	10	7		5403	7
13480	Paul Potter	19	4	5	5	13		5229	8
14481	Jim Amos	13	16	8	7	9		4678	9
14682	John Norheim	6	21	4	12	20		4276	10
12062	Ray Wittkopp	11	6	14	13	17		4214	11
11768	Dennis Silva	10	11	13	14	19		3850	12
14656	Ed Hornung	12	5	dnf	11	24		3810	13
14590	George Nash	5	17	dns	15	8		3637	14
10281	Marsh Jenkins	7	13	12	16	dnf		3602	15
13021	Bruce Lockwood	20	15	11	17	10		3554	16
14847	Warren Wheaton	14	14	dnf	8	dnf		3227	17
11769	Fred Kennedy	dnf	20	10	18	14		2856	18
14696	Don Yost	21	23	9	dnf	18		2421	19
6739	Roy Holsinger	17	dnf	16	22	16		2383	20
13201	Emmet Murphy	dnf	15	dns	24	11		2061	21
14484	Stan Dohen	18	dnf	dns	19	15		1885	22
10173	Zeke Chase	22	18	dns	21	22		1651	23
10849	George Reiner	dnf	24	dns	23	12		1650	24
14891	Larry Power	dnf	19	dns	25	21		1336	25
11867	Dale Bender	dns	25	dns	27	23		776	26
10947	Len Grover	23	dns	dns	28	dns		493	27

SNIFE NEWS IN BRIEF

Good news finally comes from the Long Island area where the small boat sailor has found it increasingly difficult to find a home. Jane Nevin of the Manhasset Bay Fleet 258 reports, "Our fleet is growing with healthy prospects for the future, partly due to the fact that there is a marina from which some of the boats are sailing which really wants us there. This is very important in the crowded East, because usually yacht club membership is demanded for storage facilities, and naturally, with space at a premium, they like to have large boats and good spenders. Besides, dues are proportionally high. But Sigsbee Marina in Port Washington offers launching and storage, lockers, showers, etc, for a minimal monthly sum. Now if there are any Snipes in the metropolitan N. Y. area that do not belong to any fleets, I would like to contact them and invite them to join our fleet. My address is 311 Yale Ave., Swarthmore, Pa'.... John Barun of Upper Montclair, N. J., thinks he has located Snipe #10 on Lake Fairlee in Vermont. However, since it was originally assigned to a member of the Los Angeles Fleet 2 back in 1931, there is little likelihood that it is the genuine old hull, since it has never been heard from since.... There seems to be considerable interest in Snipes in the North and South Carolina area for more enquiries have been received from there than ever before. Paul T. Biggs, Rt. 7, Lexington, N. C., is the latest to express a desire for local contacts.... The Diamond Lake Fleet 158 has picked up another two new members and now numbers 17, which is a slow but steady progress.... Dick Tillman plans to sell his famous 'Orange Peel' which he sailed to the National Championship in 1959. Brother Captain Jack has been assigned to the Air Force Academy teaching staff, so Dick will sail his boat as a co-owner for a while.... A request for Snipe and SCIRA information comes from a group headed by Kasuki Omori on Okinawa, Ryukyu Island. Looks like there might be a Snipe fleet there eventually. Time marches on!.... There are now 6 Snipes on Bare Hill Pond at Harvard, Mass., and Ed Campbell, 33 Sudbury Rd., Concord, Mass., thinks that all he has to do is to build a fire under their pocketbooks in order to get a fleet started. There are some brand new boats mixed in with a couple of old-timers, so anything could happen there.... Buzz Levinson, after spending a year sailing an FD preparatory to the Olympic trials, has this to say, "I am still very much sold on Snipe and I have a few thoughts which will interest Snipers (I think!). I will write an article about the boat, trials, etc." And we will all be interested in reading what this champion small boat sailor has to say on the subject.... Gene Walet, who sailed a Dragon in the last Olympics, is a Shock boat dealer in Jackson, Mississippi, and is instrumental in encouraging the formation of a local Snipe fleet there which will sail on a larger new reservoir just outside of town. They had a regatta there this Spring and it was won by Dick Sorensen in Snipe #1. Dan Wesselhoft of Peoria had journeyed down to visit an old Peoria Sniper now living there, and he took 2nd spot; Walet finished with 3rd. The sun was out all the time, the winds were brisk, and the hospitality and competition of the best, according to Wesselhoft.... A recent enquiry for Snipe information just came in from New Zealand — the first in at least the last 15 years.... The local racing scene in Minneapolis, Minnesota, has long been dominated by Inland Class X for youngsters up to 15, who then go right into C and E Scows. Herbert O. Beatty, 4317 Browndale Ave., Minneapolis, thinks that continuing interest building up in Snipe in that area now will soon produce some good official fleets. He gives the Taft Marine Snipe kit the credit.... Lt. Charles T. Popik, USN, reports from Japan, "For your information, the Snipe is the most popular class boat here in the Yokosuka area of Japan. Our yacht club, Yokosuka YC, has 14 boats and the Japanese have hundreds. Sagami Wan (Bay), the site of the Olympic sailing races is a wonderful bay for racing and fortunately, just 5 miles from my present home.".... Something seems to have happened in the Pacific recently, for another enquiry about starting a fleet comes from the Taiwan (Formosa) area. Service in the Armed Forces doesn't seem to dampen Snipe fever one bit. They get a big kick in finding Snipes all over the world.

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SANCTIONED REGATTA NOTES



by Ted Wells

Shreveport did a perfect job. For the sake of those who came in late, one of the main reasons for writing the "Rules for Conducting Sanctioned Regattas" was the way Shreveport always ran their regattas. Last year, two of their races were protested and thrown out. How our esteemed editor managed to get Sharpies and Lightnings on the same course there in WW for April I'll never know. I couldn't care less where the Sharpies sail. All I'm interested in is where and how the Snipes sail. And in case you were confused in the WW for May where it appeared as "hang onto the jib sheet even when "sheeted"-- that was supposed to be cleated. Substituting "satired" for "startled" was a little confusing in April, too.

It remains true, as Commodore Hook wrote some time back, "Snipe only" regattas are best. Not that we're snooty — we just are spoiled! At Shreveport, I got up at 6:30 Sunday morning to get a parking place in the Yacht Club. That's too early on a Sunday morning when you are supposed to be having fun. Also, although I was the first of 165 boats out Sunday noon, it was 3:15 p. m. before the trophies were awarded and we trekked out to our car and boat over half a mile away down the road where we had to park after packing up in order to clear the parking lot for cars to come and pick up later boats.

Even the Texans are beginning to wonder if they aren't being too successful by offering trophies to any outfit that can show up with three boats that look alike. Two hundred and ten boats on four courses in 20 classes at Fort Worth is quite a record, but the ensuing traffic jam and the departure for home at 4:30 Sunday afternoon are also a record. I'm not complaining since George Q. McGown, Jr. (SCIRA Commodore in 1938) gives us his house on the club grounds to stay in, but it's a little hard on people with 400 miles to go before Monday

morning.

The last issue of District 6 Newsletter complains about courses and starting lines at some of their regattas. In these parts (District 2), the word has gotten around that Snipe skippers mean business when it comes to sanctioned regatta rules; the result being excellent starting lines and courses at all regattas this year. One minor detail still needs correcting: only at Wichita has the Committee been so lacking in imagination and originality that they haven't changed any of the NAYRU visible or audible signals. Not very important, but all NAYRU rules are supposed to be followed completely and exactly.

POSITIVELY THE LAST WORD ON MASTS

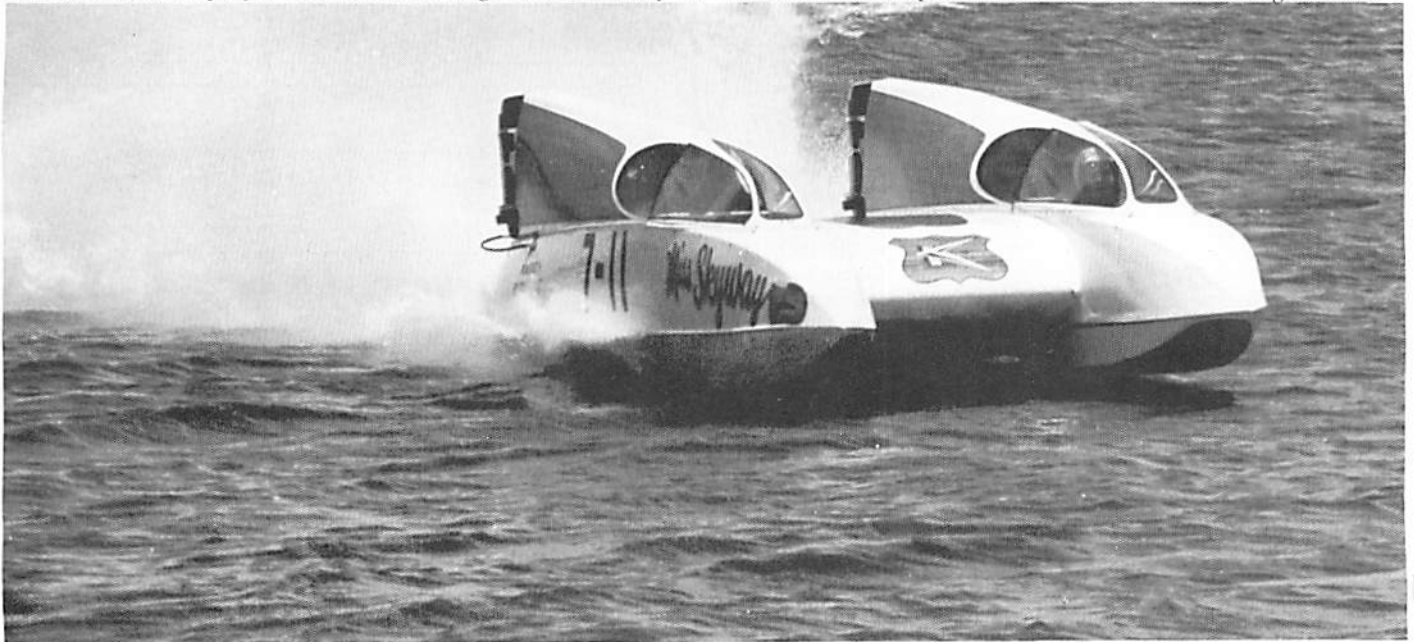
I knew I should have written "I hope" in the title of last month's article on masts. That much experimented-with mast is now kindling, but it wasn't really its fault and I'm starting all over with another wood mast. I got tangled up with one of those light and variable tornados which we call "dust devils" — little whirlwinds that go swirling across country in hot weather and which lose their dust and, I think, generally dissipate when they come to water. There was one in Oklahoma City which didn't. It caught Bob Williams with his pole out, dead before the wind, and he thought the boat was going to turn over, stern over stem, until the mast went. We had our pole in, jib not yet drawing, but were planing on a reach close to the leeward mark on the third lap of the first race when — whoosh — bang — no mast! Up until that time it had looked great in about a 22-24 knot wind. Part of the cause may have been a stress concentration by too rapid termination of the taper from the old full section to the new bendy section. Poor engineering.

A BOON TO NON-SMOKERS

I really ought to sell this idea to Mr. Pimm, but he probably wouldn't pay much for it. For several years, I've been looking for a drifter wind indicator since I don't smoke and seem to generally end up with crews who don't. I now have the solution. Well aged (probably several years) and frequently wetted and dried and now well frayed cotton Pimm sheet smokes perfectly: Probably won't work when it is new.

FEARLESS FORECAST

Having scored so well on last year's Fearless Forecasts on the Nationals (even Herb Shear now admits almost a year late that I was actually correct), here goes again. Short, brief, concise: The trophies won't have to travel far to get home.



WHAT IS IT?.. It's a bug. . It's a bird. . It's a plane. . It's a boat? Miami Fleet 7 Snipers occasionally catch a glimpse of Dave Craig in his winning outboard catamaran, powered by 2 100 h. p outboards. — Miami-Metro News Bureau.

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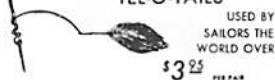
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