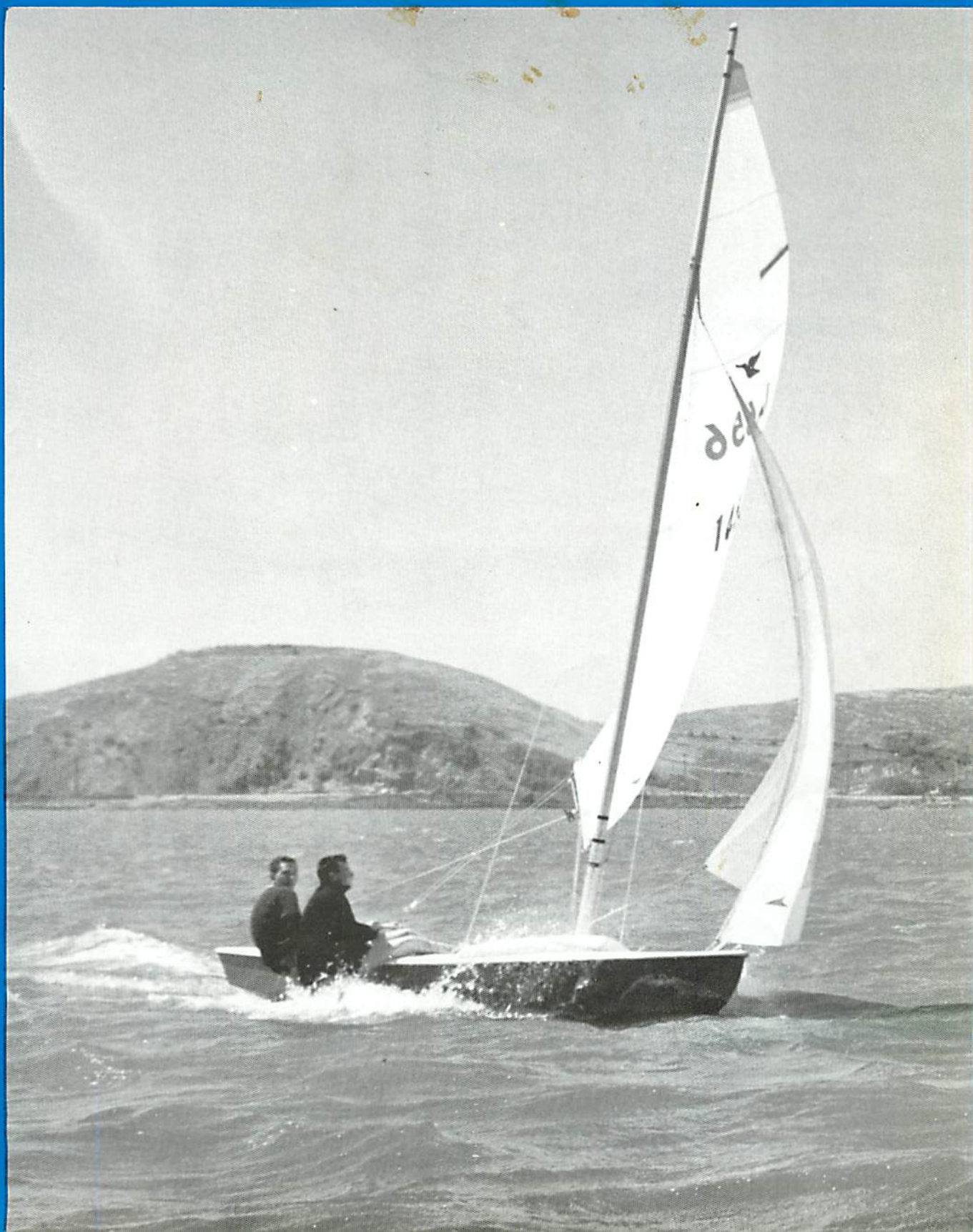


# SNIPE BULLETIN

AUGUST 1965

Vol. XV No. 3



## THE WINNERS CHOICE...

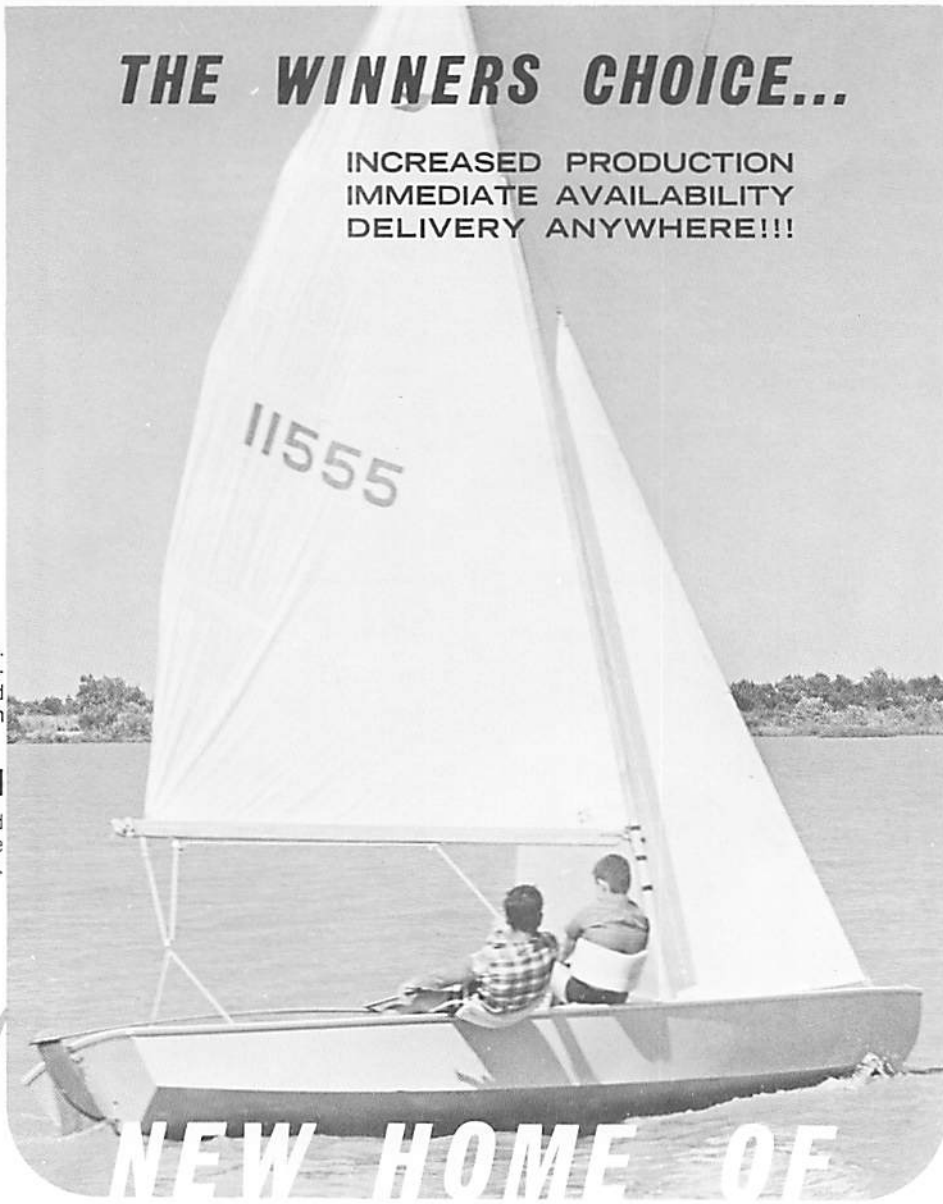
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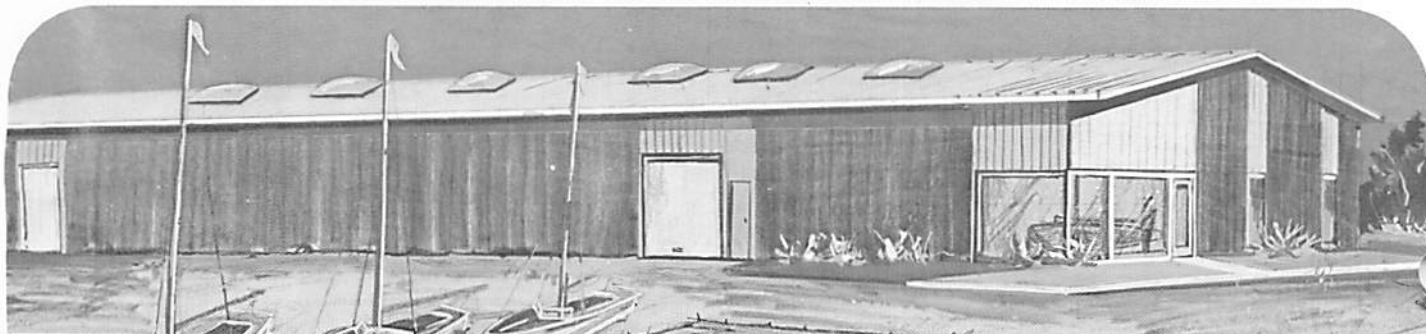
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As Others See It

## Voice Of The People

### ONCE A SNIPER - ALWAYS A SNIPER!

"I came back to Snipe Class again after several years of Finn and Star because I like very much the Snipe competition and organization. The Finn is, of course, a fantastic racing sailboat, but racing on Snipe is much fun to account of hard competition and friendship among all Snipers in the World. I got years of pleasure and the best souvenirs of my sporting life during the time I sail Snipe.

I got a ROVIRA Snipe, Spanish manufacture, and hope to come again to the top of my country. This will be a little difficult on account of good Snipe skippers there are in Portugal."

— Helder Soares De Oliveria  
Lisbon, Portugal

Helder, a past Portuguese National Champion and noted sailor who has participated in many regattas, had an unfortunate experience when he got in an accident and capsized in the third race in the Olympics off Tokyo. He broke the meniscus in one of his legs. He finished this race, however, and the Olympic series as well, but with a lot of sacrifice as he was obliged to sail with only one leg. He broke his head in the fourth race because he could not move his leg fast enough and pass over the boom very quickly. The cartilage in his knee was operated on during the winter and he was prepared to sail again in April. He hoped to be good -and lucky- enough to get to Las Palmas.

### LATEST NEWS ABOUT SNIPE #1

"We are going to remeasure all Snipes in the fleet since Dickies experience in Ft. Worth. Cecil Plants reworked old No. 1 back in line; the sheer line was 5/8" in at Station 3 and 3/8" in at Station 2.

Dickie has really polished her up and she looks very good. Dry weight was 423 pounds. She absorbs about 8 lbs. of water in a very few minutes, however, we will attach 2 pounds lead to offset this tremendous difference in weight."

— W. C. Sorensen  
Shreveport, La.

### ROCKY MOUNTAINS A GRAND PLACE TO SAIL

"Fleet #210 has over 20 boats at this point and our plans for 1965 include a new junior sailing program and a big push for our invitational regatta in August. Our regatta will be on Shadow Mountain Lake again this year -- that's at the town of Grand Lake which is the gateway to Rocky Mountain National Park. Folks who have been out the last two years have said some mighty nice things about the sailing and the scenery in that area and we're hoping maybe the attendance will explode into something big this time. If you run across any Snipers who are thinking of a Colorado vacation this summer, we'd appreciate it if you'd give us a plug."

— William Scofield, FC 210  
Golden, Colorado

### YANKEES DO A LOT OF RACING

"The point scores do not reflect the amount of racing activity at our club. We use the Summer Series only for SCIRA point score. In addition we have a Spring and a Fall Series and this year we held four invitational regattas, plus the District #1 Junior and Senior Races. The racing season ran from April 26th through November 2nd. We Yankees don't want you to think we are loafing."

— FC Jim Lawlor, Fleet 231  
Quassapaug, Connecticut

### "PRINCIPAL SAILING RULES" A FINE TEXT-BOOK

"I have become aware of your pamphlet "Principal Sailing Rules of the North American Yacht Racing Union" and I would like to order 60 copies for use in our local "Clearwater Wind-jammers" Sailing Club. Please send them to me at the address shown"

— W. H. Fenn  
Belleair, Florida

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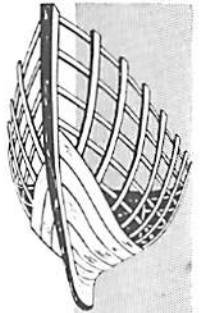
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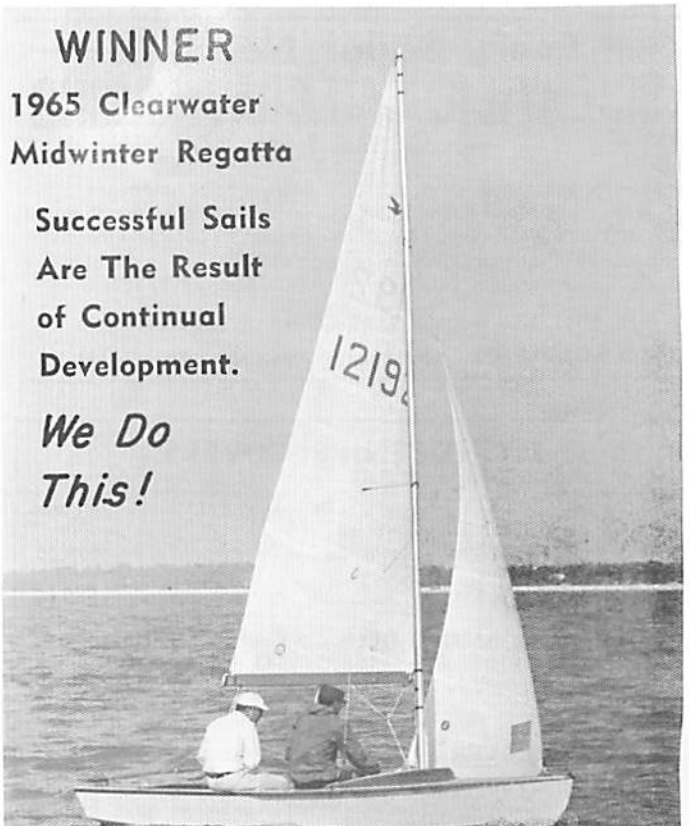
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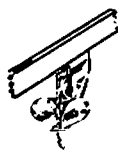
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# SNIPE BULLETIN

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

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655 Weber Ave., Akron, Ohio 44303, U. S. A.

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## The Cover

There is no nicer point of sailing than the one portrayed by this Snipe sailing off the California coast. With water conditions reasonably stable and a breeze fair enough to make up some speed, a broad reach is the ideal tack for poor pleasure. Sitting relaxed on an even keel, there is little to do except to hold her on course, watch the stern wave for speed and balance, and enjoy the fun as you streak through the water.

— Photo by C. V. Warfield

## — THE SCORE —

Numbered SNIPEs — 15971

Chartered Fleets — 600

Business dropped off a little during the last 30 days (probably influenced by the stock market), and we only issued 47 new numbers. But there is no complaint, for our 9 month total is now 617 boats, which figures out 68 per month or better than 2 Snipes a day. This is quite an impressive record and sure looks good - should be SCIRA'S biggest year with 3 months still to go. Turkey took 8; Chile, a newcomer, got 2; Canada 1; and the United States the other 36.

During that period, SCIRA passed another milestone when a charter for the 600th fleet was issued.

The stage was set for this event early in June when Peter Harris requested a charter for another English fleet at Burnham. This 4-boat fleet got Charter 599.

Later in the month, Warren Jeans wrote in for a charter for a Snipe fleet ( long contemplated and long in the making) based at the Rockingham Yacht Club, situated just off the Bedford Highway at Birch Cove, Rockingham, Nova Scotia, Canada. While they only have three boats ( enough to qualify for a temporary charter under class rules ), they expect to enjoy a steady growth as interest in Snipes is now running high throughout all Canada. They were issued Charter 600 in time for them to qualify a boat for the Canadian Nationals. It is quite an honor to get Charter 600 and we hope this fleet will exist for many years. DouL Redoen is the first Fleet Captain.

And so SCIRA moves steadily forward, although it does appear slow at times. It took 35 years to organize 600 groups of sailors into official fleets ( wouldn't it be nice if they were all active ? ) and that figures about 17 a year. A pretty good record!

## All Snipe Owners Should Pay Dues Now

The above words should look familiar by now and we hope the message sinks in. As announced last month, this is the annual clean up of our membership and mailing list. It is rather an unpleasant task, but after a 4-months period of grace, it is time to take action. You can make it a whole lot easier by sending in your dues direct if you have not already been approached by your local fleet officers, or if you are an unattached Snipe owner.

If you hesitate to do so for any reason whatsoever, please turn to Page 14 of this issue and see what Bill Crosby had to say on the subject. Then send in \$7.50 for individual dues, or \$5.00 each if the boat is owned by co-owners and you will have the satisfaction of knowing you are doing your part and are not a "free loader."

Send in the name and address (with zip, of course) of your crew, too, so he may get his free copy of the BULLETIN, which goes with paying of membership dues. All stencils of those on the Delinquent List August 15th will be pulled, so this is the last copy of the BULLETIN those people will receive. Do you have your little blue 1965 SCIRA card? Don't be embarrassed when this question is asked! Why not get one today?

### Snipe Sail Markings

Recently some mainsails have popped up with the sail insignia (Snipe bird) entirely misplaced. In 1931, Bill Crosby designed the bird and specified that it should be placed 5 feet down from the head of the main. There it has been (or should have been) all these years.

Now there are some U. S. sails with the bird in the exact center of the main - a plain and deliberate violation, for when the maker was questioned, he stated he figured it would act as sort of a trademark, for, being different, everyone would know (without asking) who made the sails. Some merit in the idea, but if this were allowed, and other sailmakers went for it, one could easily see birds all over the main - at the tack, clew, ends of battens, etc., and when all the choice spots were taken, then some one might put the bird on upsidedown. The firm involved said they would correct such sails if the owners would return them.

The whole subject of class sail markings - the insignia, the letters designating the country, and the numbers - will come up for definite action by the Board of Governors in the November meeting. It is high time, for there are many opinions as to where they can be placed, especially the numbers. The specifications say they should be DIRECTLY under the bird, but any group picture will show them at the leech as well as close to the luff - certainly not "directly under." Since Snipe is a true international class, the markings as designated by the IYRU will probably be closely followed and all dimensions will be specified exactly for the insignia, letters, and numbers so that Snipe sails will be similarly marked all over the world. If not so marked after a definite date, their use should not be allowed until they conform with all sail specifications. Then no sailmaker can say he "thought it was a good idea."

### ZIP Numbers Required

The Post Office Department has served notice that all second and third class mail must carry the ZIP code numbers starting January 1st, 1967 in order to be accepted and delivered. Since the BULLETIN has second class privileges, it affects our stencil mailing list.

It simply means that SCIRA (along with everyone else), will have to revise and recut several thousand stencils before that date—or you won't get your BULLETIN! And it follows that A CORRECT AND COMPLETE ADDRESS FROM NOW ON MUST INCLUDE THE ZIP NUMBER.

So we might as well start the job and include ZIP in all the new stencils we cut from now on. If they are not furnished, we will simply hold up cutting until we get them. This may sound dictatorial, but don't blame us—blame the P. O! It is going to be the way of life in these mechanized United States and you might as well get used to furnishing numbers now. The P. O. is giving plenty of notice and time to do this job of brainwashing so that the impact of indignant cries of "Where is my mail?" will not overwhelm them in the future. The smart thing to do is to ease into it gradually.

### Puerto Rico Enters World Competition

The good news that Puerto Rico would send a team to the World Championships in Las Palmas next month helps the prediction that this will be the largest such regatta SCIRA has ever held. They will send their boat over on the SANTA MARIA. Another Western Hemisphere entry is indeed welcome!

# SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPE CHAMPION, Jerry Jenkins, Crescent Sail Yacht Club, Grosse Pointe, Michigan, also took top honors for the highest total point score in both the eliminations and the U.S.A. finals, using Boston-developed Karnac sails exclusively.

Inter-Lake, Y-Flyer, Rebel, Flying Scot, Folkboat North American and numerous other 1964 National Class Champions used Boston-developed sails.

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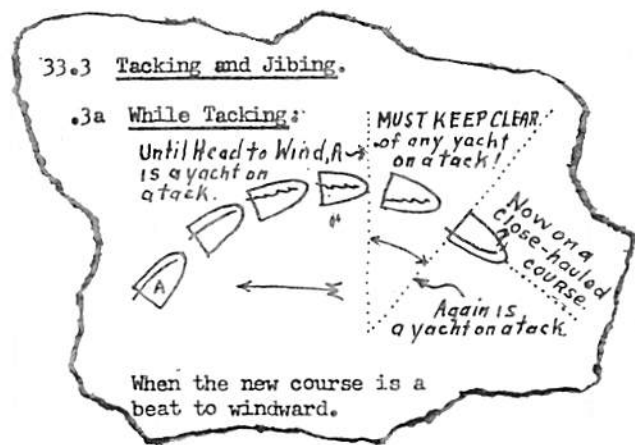
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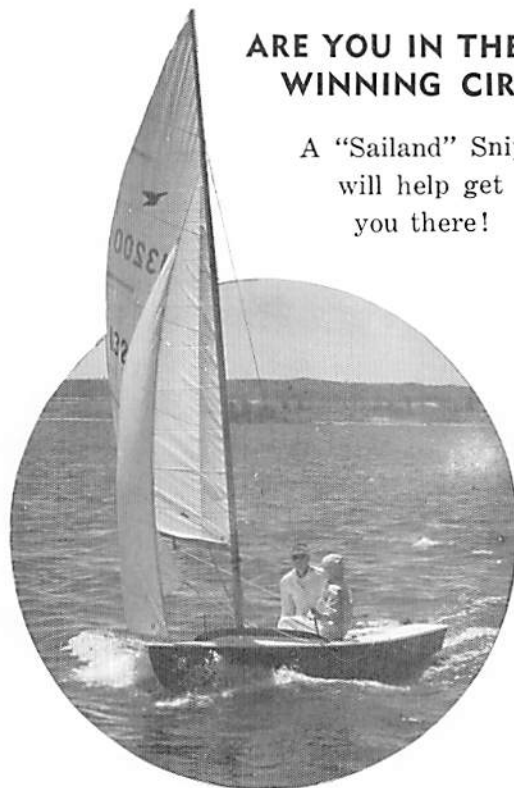
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# Seavy District 4 Champion Again—Diaz 2—Cochran 3



Thou Shalt Not Get Caught Barging — Brad McFadden, Atlanta, 8653, couldn't find a hole between the committee boat and Bus Brown, Miami, 14636, and had to luff up. Just after this picture was taken, he spotted a space to leeward, fell off into it, and started the second race safely.

The Florida Yacht Club was host again this year for the District Four Championship Regatta held June 12 and 13. The races were sailed on the St. Johns River near Jacksonville in overcast and squally weather. Wind velocity varied from 10 to 18 knots with gusts to 24 knots.

These were ideal conditions for the Clearwater contingent and they made the most of it. Francis Seavy, Clearwater, returned the permanent district trophy to its accustomed place in his trophy cabinet by taking two firsts and a second. Gonzalo Diaz, a well-known former National Champion of Cuba now living in Clearwater, and Dr. Don Cochran, Jr., also of Clearwater, captured second and third overall.

In the first race, Seavy jumped off to a quick lead and won easily over a four mile 1 lap triangular course. Diaz was second and Tony Waller, Clearwater, was third.

After an hour's wait for the other classes to finish, the second race was started over the same course. A three-way battle between Seavy, Diaz, and Dr. Sam Norwood, Atlanta, lasted throughout most of the race, and they finished in that order.

It was generally conceded that Frank Johnson, Atlanta, easily won the Saturday night party, aided and abetted by the Valdosta Banjo and Guitar Ensemble.

Sunday morning promised more of the same cloudy skies and hard shifty winds. Ed Fendig, St. Simons Island, Georgia, took a long lonesome port tack while everyone else played split-tack up the middle. Ed arrived at the windward mark all by himself and spent the rest of the race looking back watching Seavy and Cochran gain slowly on him. He got to the finish line first to take a well deserved win.

The Florida Yacht Club is to be congratulated on a well run Regatta.

## FINAL RESULTS - DISTRICT 4 CHAMPIONSHIP REGATTA

Florida Yacht Club, Jacksonville, Fla. - June 12-13, 1965

BOAT	SKIPPER	FLEET	Races	1	2	3	PTS.	Fin.
6995	Francis Seavy	Clearwater	1	1	2	4	4721	1
10111	Gonzalo Diaz	Clearwater	2	2	7	4	4198	2
12453	Don Cochran	Clearwater	4	5	3	4	4109	3
14634	Bus Brown	Miami	6	4	4	4	3963	4
13274	Peter Duvoisin	Birmingham	7	6	11	11	3281	5
8653	Brad McFadden	Atlanta	8	11	6	6	3214	6
13013	Sam Norwood	Atlanta	5	3	22	3	3101	7
14379	Ed Fendig	St. Simons Is.	17	15	1	1	2851	8
14108	Herb West	Atlanta	15	8	9	9	2789	9
15148	Fred Bremen, Sr.	Miami	14	7	12	12	2726	10
11759	Fred Bremen, Jr.	Miami	16	12	5	5	2705	11
9747	Dan Williams	Chattanooga	13	7	13	13	2592	12
7435	Derek Peters	Atlanta	10	10	20	20	2363	13
14380	Lovett Pickren	Valdosta	19	14	8	8	2302	14
14703	Tony Waller	Clearwater	3	dnf	16	16	2294	15
13205	Bert Verwey	Jacksonville	9	dsq	10	10	2181	16
7428	Buzz Lamb	Chattanooga	12	13	19	19	2109	17
14378	Neil Fendig	St. Simons Is.	18	17	14	14	1834	18
6258	Frank Johnson	Atlanta	11	16	dnf	dnf	1750	19
15485	Worth Green	Valdosta	22	22	15	15	1398	20
13288	Tom Bowers	Atlanta	21	21	17	17	1376	21
11559	P.W. Blair	Clearwater	24	19	18	18	1302	22
15593	Wilby Coleman	Valdosta	20	18	dnf	dnf	1195	23
11006	John Chapman	St. Simons Is.	25	20	dnf	dnf	922	24
10351	John Friis	Valdosta	26	24	21	21	914	25
9126	Garnet Pruett	Valdosta	23	23	dnf	dnf	865	26
13289	Herman Green	Chattanooga	dnf	dns	dns	dns	196	27

# New York Sailor International Hi-Point Score Champ

## Chuck Webster Won Both Reichner And Minneford Trophies

Charles Webster has been an active - and good! - Snipe sailor for several years now, and he enjoys a high reputation in his home district of New York State. But last year, he sailed his old Snipe 3929 so consistently - and good! - that he copped the two biggest SCIRA awards for high point scores in season racing.

His 1736.10 total was .92 of a point higher than his closest competitor, one Francis Seavy, a veteran of similar reputation who is always lurking in the background ready to take over. Chuck, whose home fleet is Newport 103 at Rochester, N. Y., is awarded the Reichner Trophy, donated in 1935 for the International High Points Score, which was won the year before by Seppo Rastikainen of Finland with a score of 1736.06. Edgard Hasselman of Brasilia, Brasil, had the highest total of any sailor outside the U. S. with 1706.14.

A comparison of the leading sailors with those of past years runs true to form - there is a great similarity in names at the top of the list. It is really remarkable how so many are always in the first 10 or 15. And most outstanding of all is Francis Seavy. He has been in the top ten for years! Last year he was third with 1730.25 and this year he raised his total to 1735.18, which brought him second place. He has been 3rd or 4th more times than 8th or 9th, and this record alone is a clincher to the oft-heard statement that he is one of the best small-boat sailors in the country; certainly in the Snipe class. If all the scores for point score races over the last 20 years were averaged up, Francis, no doubt, would lead them all!

Now to see how you stand! Get out your glasses - or start to squint!

### 1964 SEASON HIGH-POINT SCORES

BOAT	SKIPPER	CLUB	No. of RACES	PTS.
3929	Charles Webster,	Newport, New York	17	1736.1
6995	Francis Seavy,	Clearwater, Florida	16	1735.18
14889	Joe Becker,	Sequoyah, Okla.	17	1731
8677	R.E. Longnecker,	Lake Mohawk, N.J.	18	1724
14290	Robert Cummings,	Dallas, Texas	22	1714
10390	Les Larson,	Chautauqua, N.Y.	12	1713
14764	Martin Hellar,	Galway, N.Y.	19	1709.9
5107	Richard M. Withrow,	Pistakee, Ill.	19	1709
13026	Phil Peterson,	Island Bay, Ill.	14	1706.2
12741	Edgard Hasselmann,	Brasilia, Brazil	14	1706.1
14404	Gilberto Carvalho,	Pernambuco, Brazil	12	1706.8
10182	T. Legere,	Winchester, Mass.	16	1706.8
3828	J. Sarolainen,	Kotka, Finland	17	1704
10818	Phil Nieman,	Chicago, Ill.	12	1700.4
10849	George E. Reiner,	Lake Wash., Calif.	10	1700
15082	Bill Vaughn,	Portage Lake, Mich.	20	1699
10800	Roddy Turner,	Gull Lake, Mich.	19	1696
13105	Dan Wesselhoft,	Peoria, Ill.	24	1695
9432	Earl Troeger,	Birch Lake, Mich.	15	1692
8653	Bradford McFadden,	Jr., Atlanta, Ga.	20	1688
13205	Bert Verwey,	St. Simons, Ga.	10	1685
7876	John Rose,	Seattle, Wash.	13	1682
12888	Joe Ramel,	Lake Lotawana, Mo.	13	1681.6
7617	Rolf Carlsen,	Overboard, N.Y.	11	1681.4
12066	J. Niiniranta,	Turku, Finland	18	1681.3
13204	Jack Cummings,	Onondago, N.Y.	13	1681.1
13387	Bill Porter,	Barrie, Canada	8	1680
10600	Dave North,	Seattle, Wash.	14	1678
3083	John Brinkerhoff,	Chippewa, Ohio	27	1677.8
14236	Frank Abbott,	Delta-Memphis, Tenn.	18	1677
11748	A.E. Crossmann,	Lake Lotawana, Mo.	14	1673
10142	Mustafa Guldu,	Marmara, Turkey	7	1670
12090	Augusto Barrozo,	Rio de Janeiro, Br.	11	1666
11707	Art Kenat,	Chippewa, Ohio	19	1664
14490	L. Thompson,	Portage Lakes, Ohio	22	1658
14771	David Edwards,	Muncie, Indiana	7	1658
14774	Jim Coberly,	Decatur, Ill.	15	1658

12404	Charles Bartsche,	Chippewa, Ohio	28	1657
9884	Little Undine,	Spanish Pt., Bermuda	15	1654
10010	Mr. & Mrs. Paul Doyle,	Lake Worth, Texas	11	1653
14505	Jim Mackenzie,	Keuka, Ill.	13	1653
14141	Charles O. Hardey,	Shreveport, La.	34	1648
14504	Frank A. Jones, Jr.,	Memphis, Tenn.	15	1648
8564	H. Back,	Jakobstad, Finland	9	1646
14233	Loydd Cox,	Privateer Y.C., Tenn.	14	1645
8800	Harry Allen,	Quassapaug, Conn.	22	1643
13636	G.B. Adler,	LaCrosse, Wis.	13	1640
14636	E.F. Booth,	Onondago, N.Y.	13	1639
11939	Richard R. Wadlow,	Lincoln, Nebr.	27	1638
8528	D. Bjurstrom,	Tampere, Finland	11	1634
13858	Mark Schoenberger,	Cowan Lake, Ohio	19	1633
14115	Dr. Charles A. Rose,	Loon Lakes, N.Y.	15	1632
8570	Red Garfield,	Chautauqua, N.Y.	11	1631
5567	T. Jokinen,	Turku, Finland	19	1627
14129	Burnham Yates,	Lincoln, Nebr.	25	1626
9747	Dan Williams,	Privateer Y.C., Tenn.	15	1626
12968	Worth F. Ross,	Sierra Y.C., Nev.	7	1625
14608	John Cameron,	Wichita, Kans.	21	1625
14854	Russ McHenry,	Keuka, N.Y.	11	1624
12978	Bob Williams,	Wichita, Kans.	13	1622
13523	Larry Evans,	Island Bay, Ill.	10	1621.6
13835	Wayne Milne,	Birch Lake, Mich.	15	1621.2
12107	Gastao Brun,	Rio de Janeiro, Brazil	11	1618.9
9100	N. Towle,	Winchester, Mass.	13	1618.5
8300	Hardy Brothers,	Massachusetts Bay, Ma.	11	1618.3
13631	Billy Wheeler,	Dallas, Texas	14	1617.8
13007	C. Zimmerman,	Portage Lakes, Ohio	30	1617.2
13032	David Larsen,	Crystal Lake, Ill.	13	1616
13014	Floyd Hughes,	Jr., Iowa-Nebr.	10	1615
13038	Clint Rosene,	Pistakee, Ill.	16	1614
13646	William & Dorothy,	Domuray, Chic. Cor. Ill.	7	1613
14147	Paul H. Zent,	Indianapolis, Ind.	15	1611
10101	Belford B. Runell,	Chautauqua, N.Y.	17	1611
14651	Arthur H. Yost, Jr.,	Lincoln, Nebr.	28	1610.9
14713	Alberto Sampaio,	Brasilia, Brazil	15	1610.2
15001	Dick Ver Halen,	Chicago, Ill.	17	1608.8
14387	Lester Johns,	Barton, Mich.	6	1608
12441	Lowery Lamb,	Privateer Y.C., Ill.	15	1607
6025	Ted Wells,	Wichita, Kans.	11	1606
14905	W. Kuehnling,	Portage Lakes, Ohio	13	1604
13673	Ray Gassler,	Crystal Lake, Ill.	19	1601.5
9191	P.O. Holm,	Kotka, Finland	14	1601.4
14204	Harry Walliser,	Crystal Lake, Ill.	15	1600
9011	Dr. Bob Schaeffer,	Los Angeles, Calif.	5	1599.8
12819	Tom & Happy Fox,	Gr. Y.C., Mich.	9	1599
12390	Wm. & Arch Howie,	Royal Hamilton, Canada	10	1598.6
8551	R. Wolontis,	Jakobstad, Finland	10	1598.5
10870	John Glenn,	Newport, N.Y.	28	1598.4
10512	Don Shoemaker,	Keuka, N.Y.	14	1597
11370	Paul McBride,	Sequoyah, Okla.	11	1596
10831	H. Craig Doennecke,	Sequoyah, Okla.	9	1595.9
14571	Mehmet Horoz,	Kalamis, Turkey	7	1595
13106	Ernest Frisch,	Queen City, Mo.	5	1594.2
12100	Ed Probeck,	Chicago, Ill.	9	1594.1
4714	Edward Metzger,	Chippewa, Ohio	26	1594.0
13152	Howard Linder,	Portage Lakes, Mich.	22	1593.3
12608	Joe Pilling,	Iowa-Nebr.	12	1593.3
13451	Gene Patrick,	Willamette, Oregon	8	1592.8
11468	John Wesley,	Privateer, Tenn.	15	1592
14333	Earl J. Montague,	Muncie, Ind.	7	1591
14605	Max Glass,	Lake Worth, Texas	11	1590
12054	E.E. Campbell,	Alamitos Bay, Calif.	10	1588.9
14152	Jeff Ward,	Pistakee, Ill.	15	1588
12015	Bryan C. Simmons,	Shreveport, La.	15	1587.6
13464	T. Syren,	Tampere, Finland	11	1587.5
15163	Dick Ludwig,	Dallas, Texas	13	1586.9
12457	John E. Swisher, Jr.,	Huron, Mich	5	1586



13453	John Hook, Willamette, Oregon	12	1585.08	10548	Jack Fowler, Memphis, Tenn.	9	1536
10657	Frank Castelli, Decatur, Ill.	18	1585	3827	M. Unnila, Helsinki, Finland	17	1534.1
12024	James A. White, Orlando, Fla.	10	1584.	12003	Don Ploetner, Lake Mohawk, N.J.	19	1534.9
12974	Kendrick L. Ward, Orlando, Fla.	10	1583.9	11600	Paul Betlem, Newport, N.Y.	17	1534.9
11671	J. Allyn Stevens, Orlando, Fla.	10	1583.7	7999	John Fehsenfeld, Grand Rapids, Mich.	10	1534.8
11100	James A. Porter, Glen Lake, Mich.	9	1583.4	10792	Jim Warfield, San Francisco, Calif.	40	1533.5
14378	Neal Fendig, St. Simons, Ga.	10	1583.3	11200	D. Blomberg, Vaasa, Finland	13	1533.8
13010	Joe Zambella, Jr. Mass. Bay, Mass.	16	1583.3	14330	Lee Kellerhouse, Chicago, Ill.	6	1533.3
14734	Robert Dodds, Cuba Lake, N.Y.	14	1582.8	14806	William H. Krieg, Indianapolis, Ind.	26	1533
12208	Thomas Rose, Loon Lake, N.Y.	13	1582.7	13931	Dan Pender, Gull Lake, Mich.	20	1533
13539	Howard J. Weeth, Sierra Y.C., Nev.	7	1581	11555	John E. Wagener, Lincoln, Nebr.	20	1532.5
12399	Bob Hague, Birch Lake, Mich.	15	1579	15025	Bob Elwell, Quivira, Mo.	7	1532.4
13501	Bilton-Riefner, Chicago, Ill.	14	1578	15181	Glen Fries, Walkins, Mich.	15	1532
8459	Hal Lyness, Onondago, N.Y.	9	1578	14400	Harold Horn, Iowa-Nebr.	13	1531.8
14594	Deniz Durmay, Istanbul, Turkey	5	1578	15167	Jeff Johnson, Shreveport, La.	15	1531.6
9448	Luke Czarny, Quassapaug, Conn.	27	1577.9	10547	Howard Richards, Oakville, Canada	11	1531.4
15223	Robert M. Mills, Potomas, Wash., D.C.	13	1577.9	10364	J. Aronstein, Galway, N.Y.	15	1531
7120	John Nicholson, Overboard, N.Y.	9	1577.2	10230	Russ Allen, Quassapaug, Conn.	19	1531
1476	Robert C. Wells, Galway, N.Y.	25	1577	13307	Bill Prior, Barrie, Canada	6	1531
10243	Bali Ekemen, Kalamis, Turkey	5	1575	11100	Jim Pierce, Wichita, Kansas	13	1530.3
14599	Ali Goksel, Kalamis, Turkey	5	1571	12164	Dave Green, Walkins, Mich.	18	1530
15151	Ray Smith, Mass. Bay, Mass.	18	1570.89	13992	Allen Overcash, Lincoln, Nebr.	25	1529.4
12446	Fred Smith, Lake Worth, Texas	9	1570.88	8000	Ricky Zimmerman, Overboard, N.Y.	18	1529.7
13459	S. Kangasluoma, Vaasa, Finland	14	1569.86	14065	Richard Edwards, Cuba, N.Y.	12	1528.3
12778	Carl Carter, Island Bay, Ill.	9	1569.11	7643	C.T. Totterman, Jakobstad, Finland	9	1528.1
12001	Tom Steward, Dallas, Texas	18	1569.6	8598	Danny Flaherty, Clearwater, Fla.	13	1528.6
10987	Geo. Schwenk, Quassapaug, Conn.	22	1569	14330	Kellerhouse, Potomac, Wash., D.C.	6	1527.5
6258	Franklin W. Johnson, Atlanta, Ga.	13	1567	11623	Dick Schusler, Seattle, Wash.	14	1527.1
12221	Conrad Soares, Spanish Pt., Bermuda	15	1566	12322	Stanley Salzenstein, Peoria, Ill.	16	1527
11000	Ron Grossmann, Lake Lotawana, Mo.	12	1565	10664	Bill Coberly, Decatur, Ill.	13	1527
13633	Horn James, La Crosse, Wisc.	13	1564	11947	Lewis Barstow, Huron, Mich.	5	1526.8
12296	George Raulino, Brasilia, Brazil	13	1563.8	14022	Shkiyaki, Kotkola, Finland	13	1526.1
14379	Edwin Fendig, Jr., St. Simons, Ga.	8	1563.2	13174	Bud Fly, Green Lake, Mich.	7	1526
13603	A.R. Turrall, Royal Hamilton, Canada	8	1563	13189	Robert Frahn, Glen Lake, Mich.	5	1525.6
13429	J.C. Draper, Royal Hamilton, Canada	8	1563	11422	Dick Buckingham, Portage Lake, Ohio	5	1525.6
3421	Bob Jones, Los Angeles, Calif.	5	1562.4	7435	Derek C.C. Peters, Jr., Atlanta, Ga.	15	1524
13287	Chuck Atkinson, Lake Worth, Texas	11	1561.	14550	Edward A. McHenry, Loon Lake, N.Y.	11	1523
14711	John Aune, Brasilia, Brazil	7	1560.8	13103	Willard Wright, Seattle, Wash.	12	1522
12999	R. Swanson, Winchester, Mass.	15	1560.8	13187	Chuck Morris, Walkins, Mich.	7	1521
14497	Paul Kemmerly, Sequoyah, Mo.	12	1560.3	13934	Arch Higman, Los Angeles, Calif.	6	1519.7
13153	Jean Carpenter, Green Lake, Mich.	7	1560.29	12121	Jerry Wilkinson, Crystal, Ill.	17	1519.1
10832	Gene Grossmann, Lake Lotawana, Mo.	16	1560.37	13360	Harry Hebblewhite, Atlanta, Ga.	17	1518.7
11800	H. Johnson, PLYC, Akron, Ohio	7	1560	12613	Bob Harding, Iowa-Nebr.	12	1518.1
12099	Robert Vreeland, Newport, N.Y.	18	1559	14368	Robert Foster, Gull Lake, Mich.	10	1518
13649	R.H. Portman, Chic. Corinthian, Ill.	8	1558.4	3759	Bob Lomis, Lake Wash., Calif.	10	1517.2
12964	Wally Kent, Sierra Y.C., Nev.	7	1558	13177	Bob Cooper, Green Lake, Mich.	7	1517.1
14305	Bob Wesselhoff, Peoria, Ill.	24	1557	14595	Ahmet Baydar, Istanbul, Turkey	5	1517
13008	James A. Richter, Indianapolis, Ind.	6	1556.3	11536	John Becker, Jr., Overboard, N.Y.	13	1516
7005	Don Waggoner, Willamette, Oregon	11	1556.9	9739	Don Newcomb, Lake Lotawana, Mo.	12	1515
14009	Jim Howard, Birch Lake, Mich.	15	1556.2	3488	Kenneth Gowans, Lake Wash, Calif.	10	1514
10520	Wayne Soares, Spanish Pt., Bermuda	14	1555.5	5705	Douglas Wixson, Sequoyah, Mo.	16	1513
14236	John Gross, Pistakee, Ill.	15	1555	15180	Fred Brede, Walkins, Mich.	16	1512
11951	Jim Buhlert, Lake Wash., Calif.	10	1552.5	12611	John Filkins, Iowa-Nebr.	20	1511
12900	L. Wheeler, PLYC, Akron, Ohio	24	1552.1	7640	J. Pentti, Hamina, Finland	9	1510.3
13450	A.P. Jeffery, Galway, N.Y.	19	1550.8	13183	Bob Gillespie, Dallas, Texas	9	1510.5
14895	Margaret Roehl, Lincoln, Nebr.	15	1550.3	11611	Jim Bookhout, Dallas, Texas	9	1510.1
14234	Norbert Schmelle, La Crosse, Wis.	8	1550	10225	Charles Cash, Memphis, Tenn.	10	1509
9879	Bernard Hayward, Spanish Pt., Bermuda	10	1549.6	10516	Frank Konwinski, Jr., Spanish Pt. Bm.	15	1509
7622	Lindholm & Latikka, Hamina, Finland	8	1549.2	13039	Joe Pearson, Barton, Mich.	6	1508
10686	Louis Buisch, Loon Lake, N.Y.	7	1548.4	11371	Thomas M. Scanlon, Jr., Indianapolis	20	1507.7
12885	R. Patrick, Winchester, Mass.	15	1546.6	7908	Jim Triskett, Quivira, Mo.	9	1507.5
14402	Paulo Araujo, Pernambuco, Brazil	12	1546.5	14002	Goethe Maya Vianna, Brasilia, Brazil	15	1505
12637	W.B. Brooks, Jr., Orlando, Florida	10	1545.4	13314	Harry Goldstein, Peoria, Ill.	25	1504
12192	Harry Levinson, Indianapolis, Ind.	7	1545.1	8571	C.B. Ulrich, Chautauqua, N.Y.	13	1503
9871	Ed Grier, Peoria, Ill.	16	1545.6	15184	Joe Panian, Green Lake, Mich.	7	1502
14205	John Doggett, Memphis, Tenn.	15	1545	13656	William Braddock, Pistakee, Ill.	13	1501
11298	B.D. Bedford, Galway, N.Y.	30	1545	12636	Chris Stump, Decatur, Ill.	8	1501
8492	J. Halen, Turku, Finland	17	1544	10029	M. Nylund, Jakobstad, Finland	10	1500.8
11601	Austin Young, Dallas, Texas	13	1542.9	11403	Halil Yenice, Kalamis, Turkey	16	1500
14610	Chuck Hatter, Wichita, Kans.	17	1542.8	13262	Bill Parfet, Gull Lake, Mich.	15	1500
7553	A.D. Morris, Willamette, Ore.	12	1541.5	10146	Sadi Sarikelle, Kalamis, Turkey	11	1500
14399	Girl Scouts, Memphis, Tenn.	16	1541	11563	Emanuel Lins Mello, Pernambuco, Bra.	12	1499
11910	Carmen Pastore, Mass. Bay, Mass.	18	1540	15111	Al Jarrett, Oakville, Ont., Canada	8	1498
11929	Arnaldo Monteiro Lopes, Rio, Brazil	12	1539	8512	J. Bjorndahl, Kokkola, Finland	9	1496
11386	Art Lippitt, Wichita, Kans.	16	1538	8547	J. Pitkanen, Hamina, Finland	9	1495.6
14654	William F. Bishop, Shreveport, La.	30	1537.9	12454	Vickers Hansen, Portage Lake, Mich.	15	1495.1
14111	Robin Williams, Wichita, Kans.	7	1537.7	11926	Eugene Shelley, Seattle, Wash.	15	1495.06
13200	Dexter Thede, Grand Rapids, Mich.	7	1537	15105	Bill Evans, Barrie Y.C., Canada	7	1495
15125	John Fulton, Wichita, Kans.	13	1536.3	11177	Ian Stewart, Spanish Pt., Bermuda	12	1494.8

13154	Bill Wottowa, Green Lake, Mich.	7	1494.1	14769	Bob Bigham, Cowan Lake, Ohio	21	1450.9
13634	Gordon Yates, La Crosse, Wis.	12	1494	12512	D.N. Thomson, Royal Hamilton Y.C., Canada	5	1450.3
14208	James Parks, Crystal Lake, Ill.	26	1490.6	13437	Al Blodgett, Onondago, N.Y.	7	1450.3
11448	John Williams, Willamette, Oregon	12	1490.8	11922	Roberto Salazar, Pernambuco, Brazil	12	1450.1
8700	Rod & Brian Lockwood, Lake Mohawk, N.J.	18	1489.8	4340	Bob Hill, Onondago, N.Y.	7	1450
13333	Jack Compton, Sequoyah, Mo.	18	1489.7	12223	Steve Makitra, Keuka, N.Y.	16	1449.9
12453	Don Cochran Jr., Clearwater, Fla.	11	1488.2	11816	Dr. Louis P. Kivi, Huron Portage, Mich.	5	1449.8
10373	Weinschel, Potomac, Wash. D.C.	13	1488.2	13234	William F. Collins, Indianapolis, Ind.	23	1449
15183	Mark Steiner, Glen Lake, Mich.	9	1488	10900	Alvin Bugbee, Chautauqua, N.Y.	11	1448.9
10138	Bulent Eczacibasi, Marmara, Turkey	8	1487	13303	W. Bright, PLYC, Akron, Ohio	14	1448.7
13456	L. Lewis, PLYC, Akron, Ohio	27	1486	10819	Doug Keary, Oakville, Canada	10	1445
9601	Robert Voss, Portage Lake, Mich.	21	1485.48	8504	K.R. Nieminen, Turku, Finland	13	1445.8
10560	Fred Jordan, Keuka, Ill.	16	1485.41	10025	John Mulligan, Pistakee, Ill.	10	1445
10880	Dease Ryan, Memphis, Tenn.	14	1485	12641	Dean Jeynes, Cowan Lake, Ohio	16	1444.6
9389	P.F. Popius, Emsalo, Finland	6	1485	8531	M. & H. Jokinen, Turku, Finland	19	1444.6
12222	R. Miller, PLYC, Akron, Ohio	19	1483.6	7790	R. Montminy, Winchester, Mass.	13	1443.8
13549	Neil Poweroy, La Crosse, Wisc.	13	1483	7656	T. Soisalo, Hamina, Finland	8	1443.3
14285	Bruce Shurtz, Gull Lake, Mich.	19	1483	9995	Glenn L. Young, Privateer, Tenn.	14	1443
14767	Park Wiseman, Muncie, Ind.	7	1482.2	5271	Susan M. Tait, Potomac, Wash. D.C.	13	1442
7687	KE. Bjorses, Tampere, Finland	11	1482	14896	Andor Schedel, Dallas, Texas	7	1441.5
	John Korkosz, Galway, N.Y.	30	1481	11728	Eric Saeyes, Oakville, Canada	9	1441.1
13349	Don Hessleschwordt, Glen Lake, Mich.	5	1481	13887	Lou Leber, Peoria, Ill.	22	1440.2
13641	Russell O'Neal, Barton, Mich.	6	1481	8437	Edward A. McHenry, Loon Lake, N.Y.	6	1439.3
13378	Perry Pelley, Wichita, Kans.	5	1480.3	10200	Oral Beber, Crystal, Ill.	15	1438.9
11949	Willard G. Richard, Huron, Mich.	5	1480.2	14732	Bob Jobser, Cowan Lake, Ohio	19	1438.6
13918	Benny Lizza, Overboard, N.Y.	18	1480.1	13208	Danny & Louis Callahan, Queen City, Mo.	5	1438
14703	Tony Waller, Clearwater, Florida	12	1479.8	13843	Dr. Robert Melchel, Queen City, Mo.	5	1435.4
12388	T.G. Reska, Evesalo, Finland	6	1479.6	799	William G. Jennings, Huron, Mich.	5	1435.2
13883	Selcuk Uzay, Marmara, Turkey	8	1478.9	10665	Harold W. Wylie, Potomac, Wash.	5	1435.2
10137	Kerim Kerimoglu, Marmara, Turkey	8	1478.6	9315	Robert E. Henderson, Lincoln, Nebr.	15	1435
12764	L. Gallagher, Royal Hamilton, Canada	8	1478.5	5245	John Davis, Keuka, N.Y.	13	1434.5
12500	George Becker, Jr., Overboard, N.Y.	18	1478.63	13632	Lloyd Gata, La Crosse, Wisc.	1	1434
14149	Charles Merrill, Alamitos, Calif.	15	1477	12064	Joseph H. Gibson, Shreveport, La.	40	1433.4
14736	W.G. Chase, Cuba Lake, N.Y.	15	1477	14142	Peter & Steve Foe, Indianapolis, Ind.	16	1433.1
13525	John Hayes, Island Bay, Ill.	9	1476.55	2936	Raymond C. Stephens, Orlando, Florida	10	1432.9
1184	O. Karlsson, Kokkola, Mich.	17	1476.49	14692	Chuck Loomis, Massachusetts Bay, Mass.	6	1432
13020	Allan Levinson, Indianapolis, Ind.	12	1475	10020	B. Gustatsson, Helsinki, Finland	19	1432
13659	Harlon Wilkenson, Crystal, Ill.	26	1474	13888	Arthur L. Payne, Indianapolis, Ind.	16	1430.5
7381	Robert Harris, Glen Lake, Mich.	7	1473.7	12225	P. Chase, Winchester, Mass.	15	1429.8
8545	Jack Bilben, Willamette, Oregon	12	1473.8	12021	Frederic P. Peniber, Atlanta, Ga.	11	1429.7
14921	Dave Wittert & Vic, Chicago, Ill.	21	1473.5	13189	Robert Frahm, Grand Rapids, Mich.	9	1429.3
3850	K. Matto, Kotka, Finland	16	1472.7	14491	Marsh Kennedy, Quivira, Mo.	11	1427.8
8596	Jerry White, Clearwater, Florida	16	1472.3	12612	John Nugent, Loon Lake, N.Y.	11	1427.3
8507	M. Rajala, Kotka, Finland	18	1472.2	13863	Jervellyn Bixby, Alamitos Bay, Calif.	10	1425.5
1213	Frank Farleigh, Pistakee, Ill.	13	1472	13082	Dick Dimes, Massachusetts Bay, Mass.	13	1425.1
13524	Dick Burton, Island Bay, Ill.	12	1471	14394	Bill Webb, Dallas, Texas	24	1424.04
13072	John Griffith, Crystal, Ill.	26	1470	14596	Mehmet Hakul, Istanbul, Turkey	5	1424
14609	Chick Carper, Lincoln, Nebr.	33	1469.9	8535	T. Reponen, Hamina, Finland	8	1423
12386	Candera, Kokkola, Finland	10	1469.7	13261	A.C. Esterly, Queen City, Mo.	5	1422.6
14652	John McKee, Shreveport, La.	13	1469	10587	Charles Rose, Loon Lake, N.Y.	9	1422.8
14301	Richard E. Clark, Indianapolis, Ind.	33	1468.4	14578	H.R. Morgan, Royal Hamilton, Canada	8	1422.5
10164	Mary Manion, Chicago Corinthian, Ill.	9	1468.2	13433	Jay Swan, Clearwater, Florida	9	1422.4
13289	Herman Green, Privateer, Tenn.	11	1468	7923	A. Muuronen, Kotka, Finland	20	1422.3
11463	Walter, Peter Schroth, Chautauqua, N.Y.	15	1467	13036	Phil Ordway, Gull Lake, Mich.	10	1422
14684	Tom Tillotson, San Francisco, Calif.	39	1467	11908	Bob Blomquist, Massachusetts Bay, Mass.	8	1422
8484	P. Vatanen, Helsinki, Finland	12	1467	13288	Thomas N. Bowers, Atlanta, Ga.	16	1421.9
10850	O'Brien, Potomac River, Wash. D.C.	12	1465	13455	Tom Mooney, Cowan Lake, Ohio	16	1421.5
14000	Roy T. Quick, Atlanta, Ga.	16	1464.6	12604	Dean Love, Wichita, Kans.	7	1421.4
9592	Ralph Herter, Keuka, N.Y.	16	1464	5459	Myron Crispino, Keuka, N.Y.	9	1421.3
13914	Duane Post, Iowa-Nebr.	17	1464	11111	Don Reeder, Clearwater, Florida	5	1420.2
15073	Joe Mark, Lake Mohawk, N.J.	22	1463	10140	Dogan Sencer, Kalamis, Turkey	6	1420
13028	Frank Cooper, Lake Mohawk, N.J.	22	1461	14445	George & Chuck Clayberg, Sequoyah, Okla	12	1419.5
10032	J. Ruoho, Kokkola, Finland	11	1461	9243	Hebard Smith, Lake, Calif.	10	1419.3
8657	Edwin Celette, Loon Lake, N.Y.	17	1461	2350	Jon Le Rette, Los Angeles, Calif.	6	1418.9
12558	John Headlund, Seattle, Wash.	15	1459	13994	Jim Perkson, Chicago Corinthian, Ill.	6	1418.4
13087	Fritz Gram, Cuba Lake, N.Y.	15	1458.9	12965	George O'Brien, Sierra, Nev.	7	1418.4
12022	Bob Grohoe, Decatur, Ill.	10	1458	7377	Jack Troeger, Birch Lake, Mich.	15	1418.67
11217	Ron Sherwin, Los Angeles, Calif.	19	1457.3	15117	Norris Neblett, St. Simons, Ga.	10	1418
14641	Jerry Thompson, Alamitos Bay, Calif.	10	1457.1	10377	Posson, Galway, N.Y.	26	1417
13932	Hal Gifford, Iowa-Nebr.	24	1457.2	14131	Haldin & Salo, Jakobstad, Finland	10	1416
12610	David Grant, Pistakee, Ill.	7	1457	13260	Max Freeman, Iowa-Nebr.	18	1415.55
13361	Delkin Jones, Atlanta, Ga.	13	1455.7	11404	Aydin Onderol, Kalamis, Turkey	10	1415
12883	Hubert Horan, Overboard, N.Y.	18	1455.8	11204	K. Hanninen, Kotka, Finland	11	1414.55
14100	Dick Caspari, Wichita, Kans.	6	1455.3	14653	William C. Simmons, Shreveport, La.	27	1413.1
13300	Henry Wade, Atlanta, Ga.	17	1454.6	12548	Bob Wylie, Dallas, Texas	13	1411.7
12233	Mervil Smith, Quivira, Mo.	11	1454.6	8548	S. Aalto, Hamina, Finland	7	1411.71
14768	Ron Hamilton, Muncie, Ind.	7	1454	12499	George Doyle, Massachusetts Bay, Mass.	7	1410.4
10159	Murat Etlar, Kalamis, Turkey	6	1453	13629	Francis Dasher, Jim Menzies, Cowan, Ohio	18	1410.2
12238	Richard Massman, Barton, Mich.	6	1451				

THE REST OF THE SCORES WILL BE PRINTED NEXT MONTH

# News From Yugoslavia

Mr. Alexander Lukez, National Secretary for Yugoslavia, was chosen to be the first General Secretary for the newly created Eastern European District. Mr. Lukez has done an admirable job of promoting and developing Snipe in his country in recent years and the Board of Governors was pleased that he accepted the new position. The article below is indicative of what to expect from this area.



THE JUGOSLAV WINNER equipes "COPPA BARBANERA" at TriestItaly - 25, 26, 27 IX, 1964. Aleksander, sporting sleeveless sweater, proudly sits in front of his boys. Greg kneels at left (white shirt) while Nickolic stands 3rd from left.

"I received advice from Dr. Angel Riveras de la Portilla, General Secretary SCIRA for Europe, in which he informed me, that on the last annual meeting of SCIRA in Indianapolis, that I was accepted as Secretary for a new Eastern European District.

First of all, I would like to thank you for the fair honor shown toward my country, Yugoslavia SCIRA and toward me personally by choosing and appointing me as a secretary of this district. I am very sorry that I was ill and could not participate in the meeting in Indianapolis where I was recognized among others who work for SCIRA.

I have already started my work as District Secretary. In the last season, the members of Yugoslavia SCIRA Snipe fleets showed high progress. In 1963, our team GREGO-NIKOLIC made it's first appearance in the World Championship. In the European championship in San Remothis, our team showed that they had learned very much in Bender and all others had a big struggle to keep up with them, till the end, and it was only by chance that they took a second place. With the same boat, GAMA No. 11473, the junior team KUJUNDZIC-KOROSSEC held the second place on the Junior Championship in Lago d'Orta in Italy. The teams of Yugoslavia SCIRA also followed the other big Snipe fleet events on different international races. All of these races were described in abroad, especially in the Yacht Magazines in Italy.

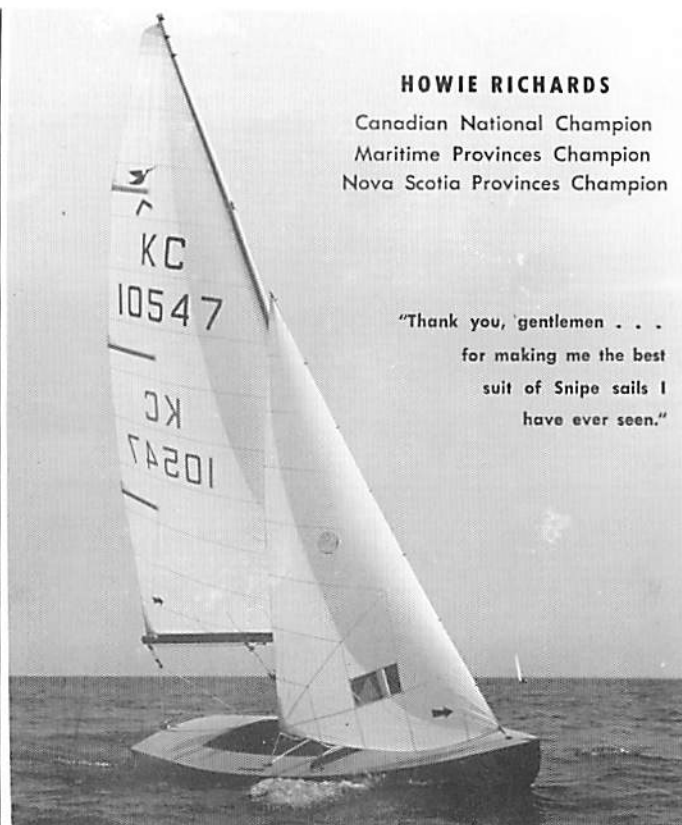
In the international race for North Adriatic Trophy in Cioggia, Italy, our team GREGO-NIKOLIC GAMA took the 1st place, team Cerkenik-Venturini on Barbavane No. 12661 took 5th place among 28 participants.

In Paris, team GREGO-NIKOLIC took the 7th place with the borrowed boat among 45 participants. Team Cerkenik-Venturini took 9th place in the regatta in Santa Margherita Ligure and 6th place in Lago di Como, Italy. Our team had the most brilliant success over all three Snipe fleets in the big international race regatta for Coppa Barbanera in Trieste. We placed 1, 2, 4, 9, 11, and 13 among 40 participants.

These are the biggest successes which our racers had in the important international races. Naturally they participated in the national and local races also, where they did well, too.

In building of new boats, we did nothing important in the last season, except for one Snipe which was built by Y. C. Split. There are some new Snipes in construction now, which are being built by Y. C. Mornar Split. When they are finished, I will give them the numbers already assigned to me.

We are all looking forward to the big regatta at Las Palmas and hope to do well enough there so that our competitors will, at least, know we were present."



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## SNIFE NEWS IN BRIEF

The Rio Grande Sailing Club is considering the Snipe Class for a new club fleet due to the "most interest displayed by sponsoring members." We sure would like to see another fleet in Texas. Eventually they could have their own district—maybe. . . . Aydin Koral reports that this year everyone in Turkey seems to be building Snipes and that he is having a hard time to keep a few numbers available for sudden demands. He says the boys all want to go to Las Palmas and that competition is really fierce. . . . At Jacksonville, scene of the recent District 4 Championship, the new Valdosta Fleet 580 proposed holding a regatta in the Fall to be known as the Georgia State Championship. This would be closed to all except Georgia owners of Snipes with an idea of stimulating local sailors to participate and to get acquainted with one-another. Atlanta, Brunswick, St. Simons Isle, and Hahira Snipers could put on a good show. . . . The inimitable Herb Shear (remember The NATIONALS NEWS distributed every morning at Mission Bay? Herb, nobly assisted by famed Spelling Consultant and Junior Knus Editor Ace Harris, was the Ultimate Editor of that scandalous sheet) has this to say, "For better or for worse, our new fleet officers represent a small victory for those members who want more sailing in the ocean. We hope to sail outside whenever a RC is available, as well as to provide simultaneous racing for those who desire it (not during regattas, though!). It has been suggested by some of our members that we conduct our National Eliminations point score races in the channel leading into the ocean to give us practice under Mississippi River conditions!! AND WE JUST MIGHT!?! . . . Mission Bay is coming to Peoria in force and they will have ample opportunity to prove the value of this special training. . . . More news from Jackson, Mississippi: The Jackson YC is on the verge of leasing property to construct a yacht club, piers, boat hoists, etc., with an initial investment of \$150,000.00. This should provide plenty

of facilities for large regattas. The proposed Snipe fleet there will be in on the ground floor and should experience rapid growth. . . . Up in Michigan the Diamond, Birch, and Eagle Lake Fleets are 10 to 13 miles apart, so instead of having 2 Sundays of practice races at the start of the season, they have proposed a series of 5 races to be known as the Commuter Team Races. Bob Hague, Sr., PC of Birch Lake Lake Fleet 304, is trying to build up more Snipe activity in the area and this is one way of doing it. They also sponsor 7 Saturday afternoon races for novices to get more people into Snipe sailing. . . . The weather was so nice in Bermuda this year that they started their races the first of April instead of the usual May. Spanish Point BC Fleet 361 now has 11 Snipes and are in the midst of a very competitive season. . . . Early in the Spring, Chicago Fleet 86 had about 30 boats and Chicago Corinthian 579 about 12, which puts a fair share of Snipes out on Lake Michigan during the summer. . . . Wilson YC in New York State is trying to reactivate Fleet 431 this summer; they have 6 now with another coming. If you can help, give them a hand! . . . David Witte, 3112 S. Norton Ave., Sioux Falls, South Dakota, is the man to contact if you would like to see a Snipe fleet in that vicinity. . . Word has been received from I. L. Walker, Freeport, Grand Bahamas Islands, that Snipe has been chosen as the class boat for their newly formed Hawksbill Yacht Club and that they have been looking for some good second-hand boats, preferably from Florida. This is indeed good news. . . . The Cougar Catamaran Association passed out copies of PSR to each contestant in their Nationals Regatta. . . . Apologies are due to Portugal and Shaw Brothers of Miami for calling their passenger ship "a slow freighter." Seems information obtained from a good source in January turned out to be wrong, for the SANTA MARIA is a real luxury liner for Carribean and South American trade to the Canaries and Portugal. It will be remembered as the ship which figured in our international hi-jacking incident 2 or 3 years ago.

# PACIFIC COAST CHAMPIONSHIPS \* OCT. 9-10



ST. FRANCIS YACHT CLUB — SAN FRANCISCO, CALIFORNIA

Contact: Duane Hines, 235 San Carlos, Sausalito, California

and popular in Europe. In my haste I didn't notice that their austerly program had apparently limited the paint available to only enough for two stripes, correctly located but only 1/2" wide. The wind in this race was a bit less than in the previous one; and, as far as bending was concerned, the mast behaved about half way between a perfect wood one and the best other aluminum mast now available. As a research project, this race was at least a limited success. I took second behind Dick Ludwig with a new stay, but this was qualified somewhat by the fact that Caspari and Nelms did not have spare masts; Billy Wheeler broke a pinle on his rudder; and Bob Williams had tiller trouble.

After the race, I got a little conversation concerning the paucity of stripes and fully expected a protest. My only defense, of course, would have been to point out that obviously I did not completely comply but it was possible to check sail position, there were extenuating circumstances, and that the race committee was in no position to be critical of technicalities as both races could have been protested because of their actions. In the first race, they apparently forgot to lower the blue flag before the start, thereby lousing up the start for some people who were late and were waiting for this check point. As far as these people were concerned, they added insult to injury by shortening the course by one lap, in conditions which were the same as the start. Their contention was that the race should have either been continued or abandoned a long time before, but not shortened.

The second race produced a comedy of errors difficult to imagine. After the start, there were three blasts on the air horn which was being used in place of a gun. This normally means code flag N - race abandoned - go home. In this case however, it meant a trigger happy horn operator, as they hoisted the answering pennant indicating postponement. After about ten minutes-another toot on the horn, which of course was the 10 - minute signal for the new start. Only it wasn't—there was a blue flag up. Quite a few people didn't notice this and were startled to say the least when the red flag went up five minutes later and other people were off racing. They will watch the flags after this.

I was robbed of my fun, however—there was no protest hearing. The race committee just told the scorer to give me a DSQ without telling the protest committee chairman or me about it. Regatta chairmen whose regrets I have criticized in the past who are now chortling, can hang onto their hats as there is more to come. Sunday morning, the wind was about 5 mph less than in the second race, and was dropping. The skippers' meeting was held about 15 minutes ahead of schedule (quite an innovation) and the race committee chairman announced that he had talked to the control tower at the airbase (about 15 miles away) and that the wind would be hitting 40 knots in peak gusts later so the race was cancelled. No amount of arguing succeeded in establishing the fact that the race was at Santa Fe Lake—not around the McConnell control tower. At least everyone had plenty of time to get their boats out and packed up—while watching several local boats pleasure-sailing at race time, with practically no hiking out. It can happen here!

## DISASTER AND DISCOVERY (maybe)

by Ted Wells



*Wanderings*

*Wells*

This year, breeze returned to Wichita's Midwestern Championship Regatta. Not really too much by comparison with the norm of four or five years ago—but rough enough to cause quite a few casualties—starting when Chris Towles capsized his father's boat while paddling away from the launching ramp and before tying in the centerboard.

This year we again had a voluntary division of fleets—ending up with twenty-one in the Midwestern Championship series and twenty-one in the Kansas Centennial series—not counting Henry Towles who was sitting the regatta out as his board couldn't be found and none of our spare boards had cleats. Another no show was the perpetual trophy won last year by Bill Kilpatrick who is now sailing big boats and who forgot to send the trophy back.

At the regatta the previous weekend in Oklahoma City, there had been about a 20-25 mph wind and my wood mast looked fine. The nominal wind for the first race Saturday in Wichita was about 25, but there were frequent gusts that must have hit 35; and the behavior of the mast was entirely different. It was bending terribly on the reaches before the start. The rigging was the same as at Oklahoma City—sloppy but it had been O. K. there. I got a good start—my mast was bending like crazy (probably from compression breaks on the aft side acquired before the start)—and we were fairly flying to windward. On the second reach, Dick Ludwig pulled a fitting off of a stay and ceased pushing me. About half-way down the first run, Louis Nelms' mast exploded removing him from third place; and shortly thereafter, Dick Caspari's did the same—removing him from second place. This same puff didn't seem to get us; and up to about 100 feet from the leeward mark, I thought we would make it. We didn't. We had the pole out; and I tried to ease the strain by heading up slightly which only changed the type of failure.

Since then I've been trying to figure the reason for such greatly different behavior with not much increase in wind velocity. I have a theory—which will be tested with some experiments in the garage. If the theory is correct—I'll report on it. Before the next race, I jury-rigged an English Holt-Allen mast that they had asked me to test a long time ago, but I hadn't gotten around to it. They said it was quite successful!

## A NEW ALUMINUM MAST

# Why You Should Pay Snipe Association Dues

Anyone who has ever served as a SCIRA fleet officer knows the question asked most often is: "Since I don't intend to race my boat seriously, why should I join the Snipe Class International Racing Association?" Admittedly, the official name (in the narrow sense) is a misnomer for the present state of SCIRA — it is not an organization for racing boats alone, but intended for all Snipe owners everywhere. The "International Snipe Class" officially designated by the IYRU more clearly conveys the correct meaning — a broad, all-inclusive, world-wide organization.

Years ago, Bill Crosby summed up all the arguments in promoting his new-found association and, recognizing that no one could do it better, we reprint it here again so all may refresh their viewpoints.

\*\*\*\*\*

There are, no doubt, many Snipe skippers wondering just why there is a Snipe Association and why they should pay dues every year, have rules, bother with measurement and so on. The reason it is necessary to have all this stuff is the same reason you have a cop on the beat. There are always people who would run "hog wild" if rules and laws did not at least slow them up a little. Without government of some kind the U. S. would be ripe for every kind of trouble from within and without. If there were no government in Snipes, the class would not last six months, it being subject to having owners changing everything at will and also having builders of Snipes change them as they saw fit. The boat that is now your pride and joy would be out of date in a month's time and the only way you could ever hope to show in a race would be to buy a new Snipe or completely rebuild and rereg your present boat. Then, probably by the time you had done this, some other chap would have gone further and your Snipe would again be out of date. It would be only a few weeks or months before you realized the utter futility of trying to keep up with the parade and you would quit Snipe racing. The value of your Snipe would drop to virtually nothing.

Consider, if you will, the case of the Wee Scott class on Long Island Sound. In the 1930's boats of this class were built by one builder only, and were popular because each boat was as nearly exactly alike to all others as two peas in a pod. The class was quite popular and there must have been around 300 to 500 of them racing. A good sized fleet was on hand for each week-end race and when any skipper tried to make some changes—even as little as changing the main sheet rig, the others would come down on him like a ton of bricks, and if he didn't change it back again, he was protested and disqualified.

Then, a new builder took over and old Tom Scott the originator, passed away. The new builder, thinking to "improve" the class and make them more popular, built some of the same boats with a new rig, a taller mast made of aluminum and a genoa jib. The total sail area was upped considerably and there were other changes in the boat, all of which added up to one thing. The older Wee Scots were completely outclassed and it soon became apparent to these skippers that racing their boats was a sheer waste of time.

The number of starters dwindled more and more at each race and the next racing season none of these boats started in any of the regattas. As a class it was finished and to this day it has never been able to recover. If there had been an Association, the builder could have been stopped, but as it was a "one-builder-class", the owners were left pretty much at the mercy of the builder. They had no protection whatever and their boats were made worthless overnight.

There are other classes where the same thing has happened and in some, even the Association had been badly advised and changes made that required extensive and expensive work on each boat. The alternative was to quit racing—which is exactly the way the owners figured it out themselves.

Almost any Snipe today is worth at least \$300 and in many cases from two to three times this sum. If the class were inactive or if your boat were not built like the rules, it would

be worth only a small amount because it would be good for day sailing only. In order to protect the value of your boat it must, definitely, be measured and you, yourself should support the Association in every way, morally and financially. It is mighty good insurance and a mighty good investment to protect the value of your boat by doing this.

There are almost constant attempts to "improve" Snipe and, of course, many of them would definitely do just that—no doubt about it. If I had to design Snipe over again, I would make many improvements myself. There are constant attempts from amateur and professional builders to change this and that, which, if allowed to go unchecked, would spell the end of the class in a hurry. Chiseling owners want to make changes and professional builders and sail makers who want to produce a winner, by hook or crook, for the publicity value of it, will stop at nothing to reach their ends. The only reason they don't run away with it is because of the constant vigilance of the Rules Committee, individual members and officers of the Association. In many of these cases, the changes are made first, in the hope that they will be able to get by a slack measurer. Sensible builders write in ahead of time to find out whether or not their contemplated changes are within the rules. Professional builders tell me that as competition gets hotter, chiselling goes right along with it. And they also tell me that it is hardly worth living, the way some owners hound them to make changes. Explanations that such changes might put a boat out of the class, usually brings a cancellation of the order.

Then, there are the skippers who want to go backwards—to some old stunts that have been tried and found to be impractical or even downright dangerous. The wide cockpit turned up again only recently. An owner wanted to change the rules to allow a cockpit that was a lot wider than the minimum of thirty-six inches, on the basis that he was getting older and wanted more room to sprawl out without having to do it on deck. Comfort, I believe was the word. Actually, even a thirty-six inch cockpit is too wide and too dangerous to use in most places and an even wider cockpit would not make for comfort but would cause the owner a lot of discomfort because his boat would heel up, fill and turn over, on the slightest excuse. And when it capsized it would not be possible to turn it back again the way one can do with a narrow cockpit boat. A large percentage of the present restrictions are based on safety and to protect owners against themselves. If allowed to make dangerous changes, the entire class would shortly get a bad reputation. We want Snipes to be safe—to be good rough water boats and capable of—"taking it on the chin". A wide cockpit would make Snipe extremely unseaworthy.

There are also the light centerboard skippers. Because some of the inland lake scows use boards of aluminum and magnesium, they figure that boards of similar material in a Snipe would give a big advantage. This is definitely not correct and would make Snipes very tender and too easily capsized. This, incidentally, is the chief weakness of the inland lake scow. It will turn over on the slightest excuse. Some smart sailor some day will put in heavy bilge boards and go out and clean up the whole gang. Just because "Joe Doaks" tried it and proceeded to win a race in very light airs all the rest of the scow skippers have been doing the same thing ever since. . . . . one professional builder who, one time, built numbers of Snipes using plywood boards and then kicked and raised hob because the boats were "too tender" and turned over every time they went out for a sail. The professionals don't know it all, either, but at least, SCIRA's Rules Committee and officers know pretty well what makes a Snipe tick and you can rest assured that they will not make changes that will (a) cost you a lot of money (b) make your Snipe dangerous to handle and (c) do the slightest thing to affect any boats now in existence. You stick with the Snipe Association and you'll never get stuck for a good boat or for spirited competition.

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- AUG. 14-15 ROCKY MOUNTAIN Snipe Championship, Rocky Mountain SA, Shadow Mountain Lake, Grand Lake, Colorado. W. T. Scofield, Box 826 Rt. 3, Golden, Colorado.
- AUGUST 14-15 NEW JERSEY STATE Championship, Pine Beach YC, Toms River, New Jersey. Charles Eshelman, 514 Rively Ave., Glenolden, Pa.
- AUG. 14-15 OVERBOARD SNIPE Regatta, Overboard Snipe Fleet at Beckers Shipyard, Hempstead Harbor, Long Island. John Nicholson, 10 Engineers Rd., Roslyn Harbor, New York.
- SEPTEMBER 5-6 DECATUR Snipe Regatta, Decatur Snipe Fleet, Lake Decatur, Illinois. Thomas S. Sly, 255 N. Summit Ave., Decatur, Illinois.
- SEPTEMBER 9-15 1965 WORLD CHAMPIONSHIP Snipe Regatta. Gran Canaria Club Nautico, Las Palmas, Canary Islands. Under the auspices of Spain. Secretary and the Snipe Fleets
- SEPT. 18-19 CHICAGO INDIAN SUMMER Regatta, Burnham Park YC, Lake Michigan, Chicago. Dick Ver Halen, 1035 Keystone St., River Forest, Illinois. 60305
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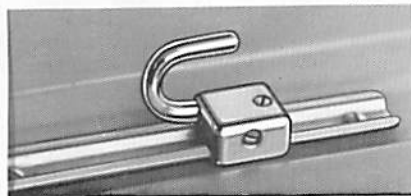
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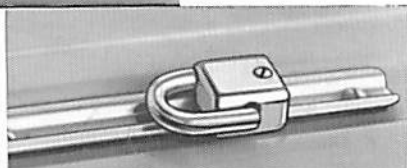
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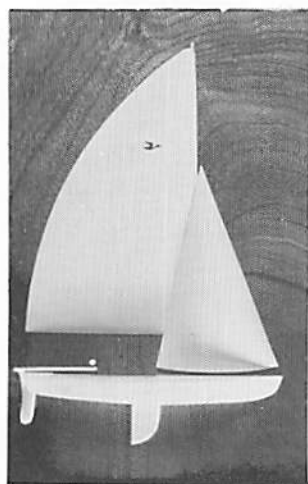
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