

# Snipe

## BULLETIN



DECEMBER 1964

Vol. XIV No. 7



Commodore  
A. F. "Bud" Hook



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and  
Best Wishes  
for the New Year



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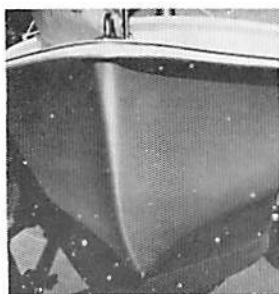
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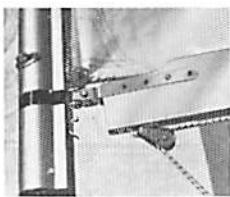


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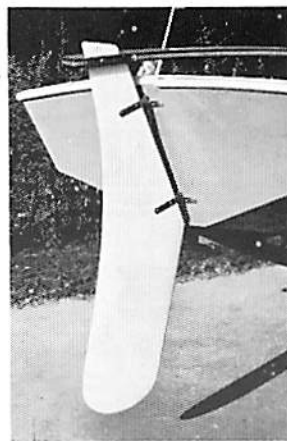


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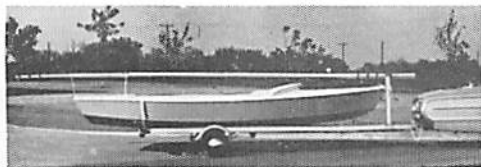


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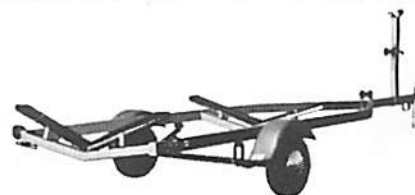
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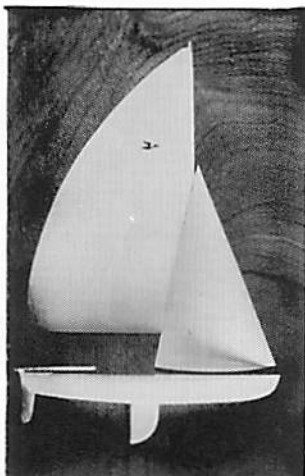
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## SNIPE BULLETIN

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

Address all correspondence to:

Snipe Class International Racing Association,  
655 Weber Ave., Akron, Ohio 44303, U. S. A.

Subscription Rates.

\$2.00 Per Year.

\$2.00 of the amount of membership dues in SCIRA are paid for a year's subscription to the Snipe BULLETIN.

Forms close on the 10th of month preceding publication. Material received after that date will not appear until a later date. Printed in the U. S. A. at Akron, Ohio. Second-class postage paid at Akron, Ohio. Contract advertising rates on application. Notify SNIPE BULLETIN of changes in address, giving both old and new addresses.

## Meeting of the National Secretaries of Europe

A meeting of the National Secretaries for Europe was held during the 1964 European Championship Regatta at San Remo, Italy, on August 28-29th, 1964

General Secretary for Europe Dr. Angel Riveras de la Portilla of Madrid, Spain, was the Presiding Officer.

A. National Secretaries from Belgium, Denmark, Italy, Great Britain, Finland, Norway, Turkey, and Yugoslavia were present. Absent but represented, were the National Secretaries of Spain, France, Portugal, and Switzerland. Thus all European countries in SCIRA except Monaco and Poland were there.

B. The General Secretary for Europe, at the request of Capt. Vieri Lasinio of Italy, European Secretary for the Southern District, and Mr. Jean Dumas, Vice-President of the French Snipe association, laid before the Assembly the ever-present problem of the modernization of Snipe:

Sentiment was expressed that competition from other classes would cause Snipe to lose ground in certain countries at the expense of faster, more planing, high-performance boats of cheaper cost. Mr. Lasinio presented for consideration:

- (1) Lowering of the Snipe's weight until, possibly, down to 100 Kgs. (220 lbs.)
- (2) To incorporate a spinnaker to the Snipe, in order to correct the deficient run sailing.
- (3) As a result of lowering the weight, a large price decrease could be expected.

Mr. Dumas thought perhaps an entirely new hull might be adopted by the present Snipe organization. Others felt that progress would be assured if Snipe would be admitted as an additional class to the Olympics and it was agreed that there should be no let-up in efforts of the class to obtain that objective, especially as opinions held by voting delegates were subject to change over any given period of time. The present trends were finalized in three forms:

- (1) To keep Snipe with its actual present specifications.
- (2) To reduce the weight to a possible minimum, maintaining its actual lines.
- (3) To launch, with the present Snipe organization, a new boat, to be studied with so-called modern lines, using the class organization, and a progressive substitute for the actual Snipe.

On the other hand, there was unanimity regarding the advantage of Snipe being in the Olympics and the following proposals were unanimously adopted:

- (1) All National Secretaries to negotiate with their National Authorities that they ask IYRU to elect Snipe as an Olympic boat for 1968.
- (2) Endeavor will be made through the SCIRA Executive



Secretary Office, that all other countries, members of our class, collaborate to this end.

- (3) Every resolution concerning the rest of the problem is postponed until after IYRU's meeting in order that, at the sight of happenings there, a meeting of District Secretaries will be called to reconsider the problem. The assistance to this meeting is open to every European National Secretary desiring to attend it.

Attention was called to the fact that the last IYRU ballot concerning this problem was decided by a vote of 8 against and 7 in favor of Snipe.

<u>Against</u>		<u>Favourable</u>	
Russia	1 vote	U.S.A.	1 vote
Germany	1 "	Canada	1 "
Italy	1 "	France	1 "
England	2 "	Spain-Portugal	1 "
Scandinavia	2 "	South America	1 "
Holland-Belgium	1 "	Switzerland-Yugoslavia	1 "
		Greece, Japan & Others	1 "
	<u>8 votes</u>		<u>7 votes</u>
<u>Abstained</u>	Poland	1 vote	

C. National Secretary for Finland proposed that all National Secretaries pass information to their respective District Secretary's office for all regattas in their countries according to practice in the United States. Unanimously accepted.

D. Mr. Walli also proposed that all National Secretaries forward news items of regatta races with complete details including the numbers of boats of other classes participating. These figures would undoubtedly favor the Snipe and such items should be passed on to international authorities and hence to the IYRU and sports press. Unanimously approved.

E. Svend Rantil, Secretary for Northern Europe, suggested that the best classified Junior crew in the National Championship be declared the current Junior Champion in countries where no Junior Championship series is raced.

He also proposed that those who reach the age of 19 years during the year in which the competition is celebrated be considered as Juniors. Both proposals adopted unanimously.

F. Mr. Rantil proposed that in odd years (when World Championship Regattas are regularly held) that open championship series be held in both districts of Europe, thus increasing the number of regattas of great significance to the class with attendant favorable impression on the yachting world. Agreed to authorize the General Secretary to so proceed.

G. Sweden and Yugoslavia both extended invitations for the 1966 European Championship Regatta. It was tentatively awarded to Yugoslavia pending confirmation of details to be furnished to the General Secretary and to be presented by him for final action at a future meeting.

H. Secretaries were reminded of the schedule of international fees and dues agreed upon and all promised to get accounts in order.

I. The General Secretary suggested the formation of a new district to be known as East Europe, bearing in mind the brilliant development of Snipe in Yugoslavia, and the possible similar development in Hungary, Roumania, and the U. R. S. S., and that Mr. Alexander Lukez, present National Secretary for Yugoslavia, be appointed as East District Secretary. Such proposals accepted and Mr. Lukez' election was carried by acclamation. In addition, the incumbent Secretaries were all re-elected for a two year term expiring after the 1966 European Championship Regatta.

K. Deemed advisable to elect Vice-Secretaries for each District, with these results:

Vice-Secretaries chosen for the various Districts are:

- European General: Jean Dumas (France)
- Northern District: Aarno Walli (Finland)
- Southern District: Raymond Lippert (Belgium)
- East District: Mr. Sako (Turkey)

L. That the new East District Secretary and the immediate past European General Secretary should be included in the SCIRA Board of Governors.

M. The General Secretary was instructed to forward minutes of the meeting to the SCIRA general office. Adjourned.

## THE WINNING COMBINATION

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#### DISTRICT 2

Southwestern Midwinter Snipe Championship  
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#### DISTRICT 4

Memphis Cotton Carnival Regatta  
1st—Gene Walet

#### DISTRICT 6

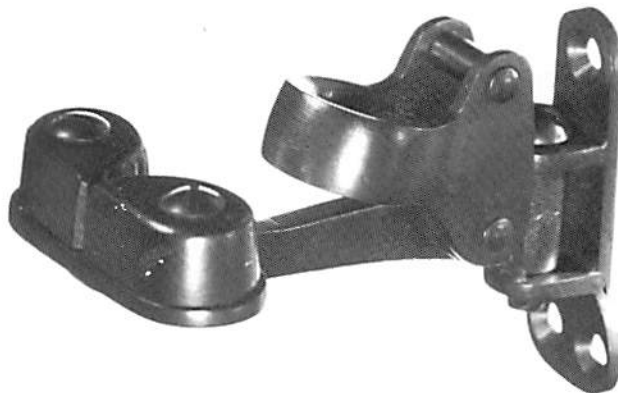
S. C. Y. A. Regatta  
1st—Charles Merrill

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# Norway Captured European Championship

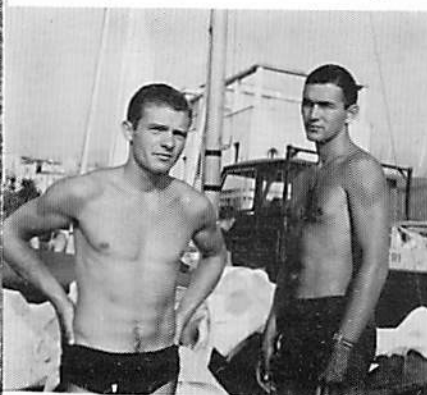
## 14 Nations Compete - Jugoslavia in Second Place - Sweden Gets Third



The Winning Snipe



THE NEW CHAMPIONS - Niels Monstad (right) and his crew Thor Borgen.



THE YUGOSLAVS - Skipper Grego (left) and his crew Nikolic.



The runner-up boat makes nice stern waves

The Yacht Club San Remo of Sanremo, Italy, hosted the 1964 Snipe Class European Championship Regatta Aug. 26 - 30 th.

There were 14 boats from 15 different nations with two from Sweden as the current champion is automatically entitled to defend his title. N. Monstad of Norge, sailing his Snipe "Chico V", won, while the former title holder, V. Almkvist of Sweden, finished 5th.

The schedule consisted of 7 races and all were sailed eventually. The first 5 were in weak winds with light and variable breezes and there were a lot of postponements with three races being canceled because the time limit had run out.

But in the last two races on the day of reserve, the wind blew "lovely", according to our Danish informant. These were started in 24 knots winds with it blowing, at times, up to 36 knots during the races. It was indeed weather for the Northern European Snipers and they made the most of it.

Almkvist looked awfully good when he won the first race with Spain and Jugoslavia following. Monstad, the Norwegian, tallied a modest 6th then.

In the 2nd race, Grego (Jugoslavia), proved it wasn't a fluke when he won handily while Almkvist slipped back to 9th. Monstad remained consistent and improved his position slightly to a 5th place.

In the 3rd event, Monstad made his first win and the Italian skipper Dellacasa came in 2nd, after suffering misfortune and some boat damage in the very first race. Grego went back to 7th.

A new winner popped up in the 4th race with two-time champion Raymond Fragniere of Switzerland showing old winning form, but the two consistent sailors, Monstad and Grego, finished 2nd and 3rd behind him to maintain positions which insured that final victory was only possible to them

and gave notice that their duel would be most interesting to watch.

This proved true in the 5th race when Fragniere won again, and with Grego coming in 2nd while Fragniere slipped back to 6th, it put Jugoslavia in a nice overall leading position.

However, Mother Nature had something to say about it and provided some Viking breezes. Here the sailors of Norway, Sweden, Denmark, and Finland came to the front, and when Monstad won both events as Grego got a DNF after hitting a mark coupled with a third place, the ultimate victory went to him.

In the 6th race, there were 5 capsizes and the 5 Northern Snipes were included in the 7 of the 15 starters which ultimately crossed the finish line. And they all were included in the first 7 top boats in the final standings.

— From Enrico Rossi, Nat. Sec. for Italy  
and Uffe Josephsen, Nar. Sec. for Denmark

### FINAL RESULTS - EUROPEAN CHAMPIONSHIP REGATTA SANREMO, Italy -- Aug. 26-30, 1964

BOAT	COUNTRY	SKIPPER - CREW	RACES	1	2	3	4	5	6	7	Pts.	Fin
13923	NORWAY	Monstad-Borgen		6	5	1	3	8	1	1	18765	1
11473	JUGOSLAVIE	Grego-Nikolic		3	1	7	2	2	2	3	8686	2
7803	SWEDEN	Blomkvist-Anderson		11	2	4	4	6	5	7	7936	3
12693	FRANCE	Uthuralt-Dumas		8	3	11	6	4	4	5	7323	4
11658	SWEDEN	Almkvist-Lomquist		1	9	8	8	5	6	6	7323	5
14814	DENMARK	Herlevsen-Lindback		12	15	6	5	11	2	4	7152	6
5555	FINLAND	Weber-Cronros		5	7	14	10	3	4	11	7126	7
13255	MONACO	Battaglia-Grovetto		7	6	12	9	13	3	8	6779	8
14800	PORTUGAL	Rodrigues-Da Silva		4	12	3	14	R	R	2	6580	9
11571	SWITZERLAND	Fragniere-Keller		10	4	10	1	1	NP	NP	6491	10
12127	ITALY	Della Casa-Scognamiglio		15	8	2	7	7	R	NP	6274	11
11197	TURKEY	Hilmaz-Sengun		9	11	R	12	9	7	9	5969	12
15126	SPAIN	Masso-Lloves		2	10	13	13	10	R	NP	5787	13
14132	ENGLAND	P.Harris-M.Harris		14	14	9	15	14	6	10	5397	14
14053	BELGIUM	De Brie-Wagendorp		13	13	5	11	12	R	NP	5281	15



## Taylor Brown is Maryland Champion

Ten Snipes turned out to compete in the Maryland Snipe championship Regatta held at the Deep Creek Yacht Club July 25 and 26. Among these were Taylor Brown of Baltimore the defending champion, and Jules Kroger, a former champion.

A little tough luck caused Jules to miss the first race. He lost his mast step fitting on the trip from Rochester, N. Y. and had to build a new one before he could get under way.

The first race was started in light to moderate south easterly breezes. George Steiner held a slight lead over Bob Lane and Taylor Brown, at the windward mark. Bob Lane took over the lead at the end of the first run and held it until he unfortunately fouled out at the next mark. Steiner, Brown and Patty Farrell, in that order had been trailing Lane. The next leg of the course, a broad reach, saw the lead change hands several times between Brown, Farrell and Steiner. Brown finally took the lead at the leeward mark and held it through the final beat to the finish. Steiner and Farrell followed.

The second race was sailed in similar winds. Kroger, despite a very late start, went off by himself and managed to find some very favorable wind slants, which put him first at the windward mark. This lead he lost only momentarily on the last run. Kroger took this race with Brown, Steiner and Farrell finishing in that order. Lane had some more tough luck when he brushed a mark half way through the course.

The final race of the series was sailed on Sunday, July 26 in the more traditional westerly breezes, with which the local skippers are more familiar. Lane jumped to an early lead on the first beat with both Brown and Kroger in hot pursuit. He managed to hold this lead until, only a few boat lengths from the finish line, he was edged by Brown. Kroger following very closely, took third.

Of special interest to all the Snipers was E. Crook's new boat, #15106, a Grampian fiberglass craft which has been designated as one of the boats to be sailed in the Western Hemisphere Championships. Another boat which attracted a good deal of well deserved attention was Tom Cagney's new home built plywood Snipe.

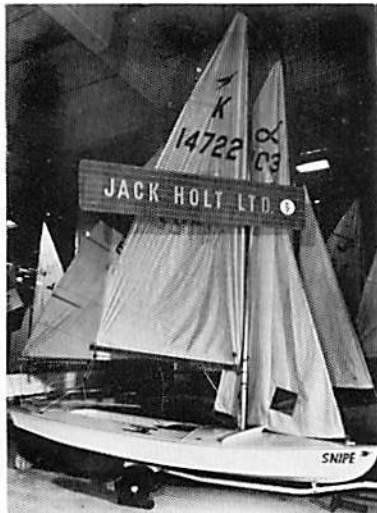
With the promise of an expanding local fleet and the hope of attracting more boats from neighboring fleets, Snipe Fleet 71 is looking forward to hosting another enjoyable regatta in 1965.

### FINAL RESULTS - MARYLAND STATE CHAMPIONSHIP

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin
14702	T. Brown	Deep Creek		1	2	1	4721	1
13447	G. Steiner	Deep Creek		2	3	4	4334	2
9364	P. Farrell	Deep Creek		3	4	5	4109	3
11900	J. Kroeger	Rochester, N.Y.	dns	1	3		4005	4
15106	E. Crook	Oakville, Ont.		5	5	7	3748	5
11602	D. Griffin	Deep Creek		6	6	6	3675	6
5271	S. Tait	Potomac River S.A.		7	7	8	3401	7
15099	P. Shea	Akron, Ohio		4	8	dns	3419	8
12137	R. Lane	Deep Creek	dnf	dnf		2	3443	9
4472	R. Mills	Potomac River S.A.		8	9	9	3137	10

## Are You Going to London Soon?

Peter Harris, National Secretary for England, wants everybody to know that a fully rigged Snipe will be on display at the Jack Holt Stand at the International Boat Show at Earls Court and that members of the Snipe Class Association in this country will be present throughout the exhibition and will be pleased to meet Snipers from all over the world.



## New Synthetic Hull Material in the Offing

It seems like it was only yesterday (could 14 years go so fast?) that SCIRA was considering the use of the new material fiberglass - for hull construction. Consequently, Snipe was the first one-design class to approve the use of fiberglass in official class hulls, and past experience has proven it a wise decision.

But just about the time all problems seem to be settled and the boat is going along on an even keel, the chemical industry, which never stands still, comes up with something reported superior to fiberglass, and eventually, no doubt, the class will have some more decisions to make. The nature of the material, the weight, strength, and the method of construction might result in a faster and better performing Snipe. It will be interesting to watch developments.



The article below, taken from the Flotsam and Jetsam column in the November issue of the SKIPPER magazine, gives interesting and advance information as to what one might expect in the future.

The possibilities of a new synthetic, which promises another material revolution not only for missiles and space craft but also for boats, were hailed extravagantly by General Bernard A. Schriever, head of the Air Force Systems Command, according to a recent report by the "New York Times."

The material is composed of fibers of boron, a non-metallic element found in borax (commonly used in washing powders), held together by an epoxy resin binding. It is reputed to be stiffer and stronger and lighter than any structural material presently in use, and unlike a strand of fiberglass, which is pliable, a strand of boron held by the end will not bend.

Experimental quantities of the new material have been produced in the laboratory, but at a cost of about two hundred dollars a pound. General Schriever said that he believed methods could be found to produce it economically in five to seven years if sufficient funds for a development program were found.

He reported it would be valuable in space craft and missiles, which now use fiberglass, in trucks, jeeps, tanks, bridges and submarines, aircraft, and, in fact, its "potential uses are endless."

"We are on the threshold of the greatest single advance in materials in the last three thousand years," he enthused, adding "potentially it is the largest breakthrough I've ever had any dealings with."

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Glen Head, New York.

# — Snipe Successfully Exhibited in Ohio Boat Show —

HOW ONE FLEET TOOK ADVANTAGE OF LOCAL OPPORTUNITIES AT SMALL COST

The Cowan Lake Fleet 433 tried a new tack in promotion of Snipe in the Cincinnati Boat Show last winter.

Space in these shows is usually much too expensive for fleet budgets. A 15 x 25 foot area can cost from \$560 to \$1000 depending on location. But since the local sailboat dealer, Sailboat Sales, Inc., was going to have a display, we approached the owner with the idea of cooperating to serve both our purposes.

We had not intended to display a Snipe. Thistles are a "natural" in this area (the largest fleet in the world is here) and believe us, the O'Day Corporation has very aggressive salesmen (and a most attractive brochure).

However, we proposed two things:

1. We would furnish the manpower to set up and distribute the display and would have one person present at all times the Show was open.

2. We would furnish a poster display and brochures (subject to his approval, of course).

Naturally, we did not have complete freedom to do everything as we wished. We were asked not to display building plans or lists of used boats. Since Sailboat Sales was picking up a very expensive tab, this seemed a small restriction. He, of course, had his own list of used boats. And we recommended other classes of boats he sells when we saw prospective sailors were not suited to Snipe.

We think Snipe made real progress in the Cincinnati area because of our efforts. The cooperation between the Fleet and Sailboat Sales was excellent. In appreciation, he has offered

to provide the trophy for the Ohio State Championship. And he is now stocking Snipes as a staple item.

So Snipe was in a show attended by 89,000 people for a total fleet expenditure of fifteen dollars. It took a great deal of volunteer time, but the whole fleet contributed enthusiastically. We printed 1000 of our own local brochures; SCICA furnished an extra 500. All but 100 of these were distributed.

An unexpected extra was that because of the attractive display we furnished, Sailboat Sales decided to exhibit Snipe in the Dayton, Ohio, Boat Show.

That's quite a lot of publicity for the money. Maybe your fleet's situation is similar and has a local sailboat dealer, or even a powerboat dealer who is considering carrying sailboats. If so, talk to him about displaying a Snipe in the local Boat Shows. From our experience, we predict you will find him enthusiastic about the idea. —By Mark Schoenberger

A few years ago, the Chicago and New York Boat Shows were the only ones of any national importance, and when one exhibited a small sailboat in these events, that was about it. But with the great growth of sailing recently (now over 200 one-design classes struggling along in competition), every city of any size now has its own local boat show and more small sailboats are being shown to the public than ever before.

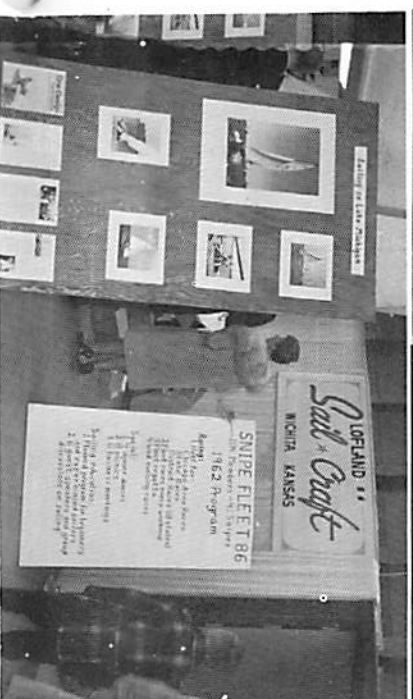
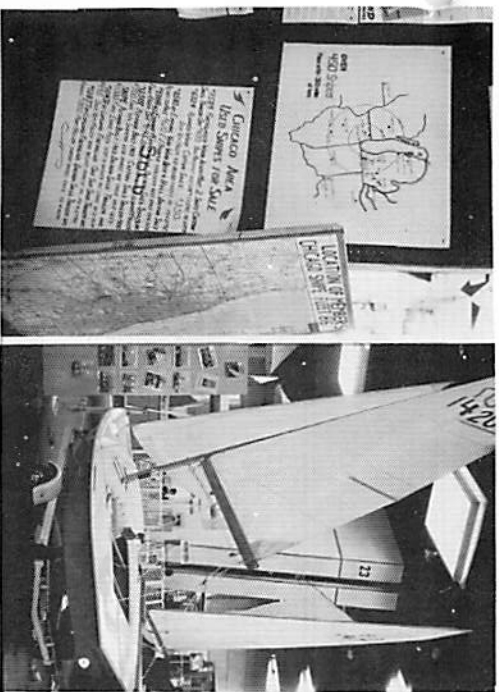
This article is published for its outstanding quality and the ingenuity of the Cincinnati sailors. What they can do, your group can, too. Why not look around for a similar chance in your own area?



Of particular note is the unusual and modernistic display board pictured above. It attracted a lot of attention in itself.



## Boat Show Scenes from Chicago and Long Beach, Calif.



The pictures above show various ideas of display and information boards. Covers of old BULLETINS lend color. Perhaps you can get suggestions for your own show here. Below: Snipes always attract attention, for people want to see and discuss the boat they have heard so much about over the last 34 years.



## SAILS - SENSE



"Jerry's got it!"

1964 U.S.A. NATIONAL SNIPER 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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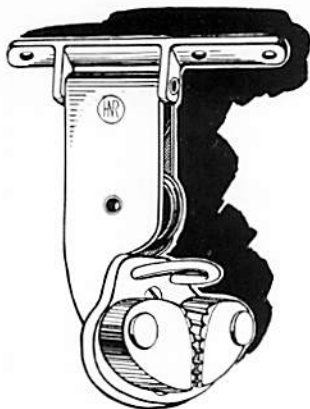
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- 1. COCKPIT COVER**— Rectangular—Fits over the boom \$18.00
- 2. COCKPIT COVER**— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover \$25.00
- 3. COVER FOR ENTIRE DECK**— Similar to No. 3 \$50.00  
Snaps or ties under rub rail including snaps for boat
- 4. TRAILING COVER**— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
- 5. WINTER COVER**— Covers deck and sides but with no openings. \$50.00
- 6. TRAILING COVER**— Choice of styles, similar to No. 4 or 5, with separate bottom cover \$85.00
- 7. MAST COVER with Red Flag**— For protection when trailing \$10.00

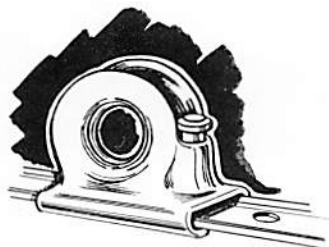
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PRICE \$18.00 POSTPAID

Smaller, neater, more efficient and weighs less than any comparable fitting on the market. Made of high-tensile bronze, chrome plated, with fibre jam cleat. Takes 1/4", 5/16" or 3/8" sheet. Nylatron sheave. Comes complete with fastenings. Weight 6 oz., width 1-1/4" and extends 4" below boom.



## Jibsheet Fairleads

PRICE \$14.00 A PAIR POSTPAID

The new low-profile streamlined fairlead that you can actually hike-out over without feeling a thing. No protrusions to catch your clothing or you. Only 1" high by 1 1/2" long and weighs but 2 oz. Takes up to 1/2" rope and fits standard 3/8" external type track. Adjusts in seconds with spring-loaded plunger. Made of high-tensile bronze, chrome plated.

(Stainless steel track, polished and drilled for plunger, available on request at \$1.50 per foot.)

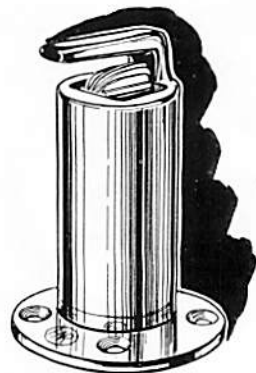
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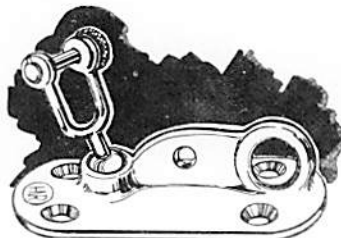
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AS USED BY THE SCHMIDT BROTHERS OF BRAZIL IN WINNING THE 1963 WORLD'S SNIPE CHAMPIONSHIP

Also used by several National Champions in other classes. This is the fitting most of the top skippers have come to realize as being the ultimate in jibsheet control. Fast and efficient, eliminates fumbling and is a boon to your crew. Double acting cam works both ways, making only the one fitting necessary. Releases instantly with a simple flip of the wrist, saving precious seconds every time you tack. Sheet automatically slides up the tube, engaging the cam, and is held positively and firmly in the desired position. Your crew can even hike-out with the jibsheet as support **without it coming unjammed.** Adopted as standard equipment by many builders of the Snipe class.

Made of chrome plated bronze alloy and comes complete with fastenings. Mounts on aft end of centreboard box and takes 5/16" or 3/8" dia. sheet. Weighs 11 ozs., height 3-1/2" with a base dia. of 2-1/2"



## 4 in 1 Forestay Fitting

PRICE \$12.00 POSTPAID

This is the fitting that makes anything else up for'ard, superfluous. Incorporating four fittings in one, you have a mooring eye for up to 1/2" dia. rope, forestay anchorage hole for jaw type rigging terminal, jib tack attachment with no-lose pin, and a ball-joint swivel allowing the jib to swivel freely, eliminating wrinkles, giving your jib the efficiency it was designed to deliver. All this in one small fitting, made of chrome plated bronze alloy, 3" long, 1 1/4" wide, and weighing but 3 ozs. Comes complete with thru-deck fastenings.



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# -Jenkins Captured District 3 Title by Large Margin - His 986 Point Lead Over Salzenstein Ends 3-year Levinson Reign Dick Ver Halen of Chicago Got the Dunphy Trophy

Sailing consistently, with never a bad race, Jerry Jenkins of the host Crescent Sail Yacht Club showed his heels to 43 other District 3 Snipers in winning the 1964 individual Championship.

This was a special District 3 regatta. It was 25 years ago that the first one was held at the Crescent Sail Club and the Chalmers Burns trophy - emblematic of the Individual Championship - was donated by the first Commodore of the CSYC.

Lake St. Clair is a beautiful place to sail. There's room enough for everyone. For the first two races there were mild winds running probably 3-5 m. p. h., but they picked up just a little for the third on Saturday morning.

At the end of the first 3 races when the fleet is divided - the top 24 boats sailing for the Burns Trophy and the others for the Dunphy Trophy - we found Jenkins and Bob Bigham tied for first place. At that time, they each had a 1st and two 2nds.

In the third race, Stan Salzenstein and several other good sailors followed the committee boat off course and worked their way back into the fleet. Stan was in 14th place at this point and Skip Baxter was in 15th. Stan sailed back to 7th, but Skip selected the right tack on one of the long beats and finished in 1st place.

At this point in the regatta, Jenkins and Bigham were tied for first, Salzenstein was 3rd, Jim Richter 4th and Paul Zent from Indianapolis was 5th. A squall passed over during the long lunch hour and in the afternoon the breezes had picked up so the sailors could almost plane on some of the reaches. Jenkins finished with a 3rd - his worst race of the series - and Bigham had a 22nd which jumbled the standings for the final race on Sunday.

Sunday morning, the skies were overcast and a 10-12 m. p. h. northeast wind whipped up a 2 to 3 foot chop. The inland lake sailors enjoyed the experience after they got used to it, but it was obvious that they didn't know how to sail it as well as the local sailors. Jenkins finished well in the lead and Spike Boston had a fine second place. Trophy winners were Jenkins, Salzenstein, Wesselhoft, and Schoenberger in the Burns series and VerHalén, Bud Leonard and Dean Jaynes in the Dunphy series.

Dr. Gunnar Stickler drove all the way from Rochester, Minnesota to sail in the regatta, and we were all glad to have him with us.

The trophy presented to the top scoring Junior sailor at

the regatta was won by Dan Pender of Gull Lake. He did a fine job, and we were all glad to see him win it.

New officers were elected at this summer meeting, and the following will serve for the coming year:

Dan Wesselhoft - Governor  
Paul Zent - Vice Governor  
Charles Greaves - Rear Governor  
Stanley Salzenstein - Secretary  
Lee Thompson - Treasurer

Like all our other big 3 regattas, this was an outstanding affair!

## FINAL RESULTS - DISTRICT 3 CHAMPIONSHIP SERIES Chalmers Burns Trophy

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
14676	Jerry Jenkins	Crescent		1	2	2	3	1	7686	1
12322	Stan Salzenstein	Peoria		3	1	7	1	11	6700	2
13105	Dave Wesselhoft	Peoria		5	6	5	8	3	6350	3
13858	Mark Schoenberger	Cowan Lake		10	4	3	2	10	6256	4
14330	Lee Kellerhouse	Chicago		1	9	6	6	13	5858	5
13330	Spike Boston	Crescent		12	3	6	14	2	5760	6
13008	Jim Richter	Indianapolis		6	1	5	4	25	5746	7
14147	Paul Zent	Indianapolis		4	5	3	21	6	5734	8
12440	Skip Baxter	Grand Rapids		7	24	1	5	5	5637	9
10818	Phil Nleman	Chicago		3	21	2	7	8	5610	10
14769	Bob Bigham	Cowan Lake		2	2	1	22	17	5579	11
9184	Peter Lundt	Eagle Lake		2	7	15	10	7	5470	12
14490	Lee Thompson	Portage Lakes		12	5	9	9	9	5209	13
11371	Jim Scanlon	Indianapolis		9	6	17	16	4	4819	14
15181	Glen Fries	Watkins Lake		13	3	9	11	18	4661	15
15180	Fred Brede	Watkins Lake		7	12	10	15	12	4475	16
9588	Bob Worrall	Crescent		4	17	8	12	19	4359	17
14761	Jack Wiseman	Muncie		8	10	13	13	15	4294	18
14806	William Krieg	Indianapolis		18	8	4	17	14	4292	19
14843	Joe Wesolowski	Chicago		32	4	4	19	16	4208	20
8794	Frank Fehsenfeld	Grand Rapids		13	7	7	18	21	4025	21
12164	Dave Green	Watkins Lake		6	9	13	24	20	3763	22
7870	Tom Braxton	Lancing		8	11	12	20	23	3595	23
13224	Jack Masteller	Gull Lake		5	13	14	23	22	3494	24

## DUNPHY TROPHY - Consolation Series

### FINAL RESULTS - TOP TEN OUT OF 21 BOATS

BOAT	SKIPPER	CLUB	RACES	1	2	3	4	5	Pts.	Fin.
15001	Dick Ver Halen	Chicago		11	10	11	4	5	5426	1
9299	Bud Leonard	Diamond Lake		9	15	15	1	3	5420	2
12641	Dean Jaynes	Cowan Lake		11	24	8	2	11	4649	3
7999	John Fehsenfeld	Grand Rapids		15	8	10	5	16	4647	4
14386	Bob Foster	Gull Lake		14	18	20	7	2	4376	5
14801	Bob Jenks	Crescent		14	17	19	15	1	4065	6
13153	John Carpenter	Green Lake		10	18	16	10	10	4037	7
15184	Joe Panlan	Green Lake		18	11	20	3	18	3843	8
13629	Jim Menzies	Cowan Lake		20	14	18	9	8	3812	9
12660	Bud Hook	Indianapolis		15	19	23	6	9	3733	10

## Tips on Building a Good Mast

For the benefit of those who intend to build the Wells design spar, I wish to pass on several thoughts along the line of Ted's comments in the October issue of the BULLETIN.

First of all, I constructed six (6) spars of similar design in 1958. We carefully followed all dimensions with the exception of the "cut out" and the diameter. Fortunately, we avoided removing all the stock during the routing operation. The width was finished at 2 7/8" to obtain maximum stiffness. This spar proved to be too stiff for modern full sails.

Following common logic and many disappointing races, I reduced the diameter 1/8" all around except along the luff slot. The spar is 2 5/8" wide now.

This experiment proved to be highly successful. For me, it reduced the weight aloft. As anyone can appreciate, this weight is a serious problem. Secondly, we reduced windage. This, too, is a big assist for speed. Thirdly, we improved the bending characteristics. To obtain maximum results, we installed a halyard hook for the main only, and improved the boom vang rig to obtain boom thrust.

This new rig has proven to be an ideal solution for carrying

a full main under all conditions of wind. I can produce a fore-and-aft bend that defies description. In fact, on one believes it until you have seen my bow.

My wife and I enjoy sailing in the heaviest blows, which will attest to bending characteristics. I certainly feel that halyard hooks are essential to reduce the tension in the upper portion of the spar and permit the full bend.

The spar was checked for lateral bend and fore-and-aft bend with an assist from Charles Webster along the lines suggested by Lowell North.

With a 20 pound weight located at the mid-point, we measured 1 3/16" fore-and-aft and 1 1/4" lateral bend.

The spruce is fairly dense and could be somewhat stronger than most spars; nevertheless, despite this apparently denser wood, I have produced the ideal bend.

In conclusion, I support Ted's suggestion, but be sure to equip your spar with the added feature of the halyard hook to obtain maximum performance.

- Paul G. Betlem  
Rochester, New York

Snipers have always been known for sharing their "secrets" and experiences with one another; if you have discovered anything of general interest, why not send it in the way Paul did?

# Marc Teurlay

PRESENTS TO YOU HIS NEW  
FIBERGLASS SNIPE

- SELF-BAILER
  - ELEGANT
  - COMFORTABLE

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## New Sails \$95.<sup>00</sup>

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 to 16 feet: Bruynzeel Marine Plywood, solid Regina  
 Mahogany throughout. Quality unsurpassed. Most all  
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## The 1965 SCIRA Annual Meeting

January 30th, 1965 - HOOK DRUG'S SERVICE CENTER  
 2800 Enterprise St., Indianapolis, Indiana

9:30 A. M. - Closed Meeting (Board of Governors)

11:45 A. M. - COCKTAILS AND LUNCH

1:30 P. M. - ANNUAL MEETING WILL BE CALLED TO ORDER

1. Introductions and roll call (Self introductions)
2. Reading of the minutes of the last meeting.
3. Reports of Flag Officers and any personal remarks  
 deemed proper at this time.
  - A. A. F. Hook, Commodore
  - B. Basil Kelly, Vice Commodore
  - C. John Wolcott, Rear Commodore
4. Secretary's Report - Birney Mills
5. Treasurer's Report - Birney Mills
6. Around the World Reports
  - A. General Secretary for Europe —  
 Dr. Angel Riveras de la Portilla of Spain
  - B. General Secretary for Western Hemisphere  
 Fernando Gomez Pedrosa of Brazil
  - C. Secretary for Northern Europe —  
 Svend Rantil of Sweden
  - D. Secretary for Southern Europe —  
 Capt. Vieri Lasinio di Castelvero of Italy

7. Report of Committees.

- A. Promotion and Public Relations Committee
  - District 1 - Art Karpf
  - District 2 - A. R. Elam, Jr.
  - District 3 - Frank Fehsenfeld
  - District 4 - Dan N. Williams
  - District 5 - Lt. Gov. Paul Betlem
  - District 6 - Dan Elliott
  - District 7 - Dave North
- B. Emblem Committee - Chr. Paul Zent
- C. District Boundaries - Chr. Eddie Williams
- D. U. S. National Regatta Locations -  
 Chr. John Wolcott
- E. Rule Book Corrections - Chr. Steve Taylor
- F. Rules Committee - Chr. Ted A. Wells

8. Snipe in 1968 Olympics - Capt. Dick Tillman
9. Building a Plywood Snipe - Spanish translation.  
 Matter of copyrights and royalties
10. Unfinished and old business.
11. Report of Nominating Committee -Chr. Floyd Hughes
12. ELECTION OF OFFICERS
13. Commodore remarks - turn over gavel to new  
 elected Commodore
14. New Business
15. Bids for the 1967 World Championship Regatta  
 Bids for the U. S. Nationals.
16. OPEN SESSION FOR GENERAL DISCUSSION BY  
 ALL PRESENT. Suggestions and recommendations  
 from the floor.
17. The 1966 Annual Meeting Date, etc.
18. Adjournment.

5:30 P. M. - COCKTAILS AND DINNER

7:30 P. M. - MOVIES - U. S. Nationals 1964 - Western  
 Hemisphere 1964 - World Championships 1963

### TWO ENDS

The Lord gave you two ends to use;  
 One to think with, one to sit with.  
 Your life depends on which you choose;  
 Heads you win - tails you lose!



# Jenkins Also Won Big One at Indianapolis

## Breaks Up 5-Year Levinson Monopoly When Harry Gets 2nd—Richter 3rd

The Indiana Open Snipe Regatta was held September 12 & 13, 1964 at the Indianapolis Sailing Club on the Geist Reservoir. Indianapolis Snipe Fleet 409 was host. Among the 75 boats entered in the event were many Snipe Sailing celebrities. Topping the list was Jerry Jenkins of Grosse Pointe, Michigan, 1964 U. S. National Champion, and Howard Richards of the Oakville Yacht Squadron, 1964 Canadian National Champion. Other widely known sailors include Indianapolis brothers Harry Levinson, 1960 & 1961 U. S. National Champion, and Buzz Levinson, 1963 District 3 Champion, 1964 International Snipe Commodore Bud Hook, and 1964 Board of Governors member for Canada, Douglas Keary. Entrants travelled from six states and from the province of Ontario.

A Welcoming party for registrants was held Friday night at the home of Walter Marshall near Geist Reservoir. A dinner and party were held Saturday night at Hook's Service Center in Indianapolis. The auditorium had been appropriately decorated in a Snipe holiday motif by a committee headed by

### FINAL RESULTS - INDIANA STATE CHAMPIONSHIP

#### The Eli Lilly Trophy

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin
14676	J. Jenkins	Grosse Pointe	1	2	1		4721	1
12192	H. Levinson	Indianapolis	3	3	2		4409	2
13008	J. Richter	Indianapolis	1	3	5		4340	3
12192	T. Heckel	St. Louis	2	1	8		4200	4
14147	P. Zent	Indianapolis	2	7	4		4046	5
15215	B. Buckles	Decatur	7	5	2		3973	6
8653	B. McFadden	Atlanta	15	1	1		3876	7
12322	S. Salzenstein	Peoria	3	4	9		3837	8
10547	H. Richards	Oakville, Ont.	4	6	6		3819	9
14305	B. Wesselhoft	Peoria	6	7	10		3342	10
14204	H. Walliser	Libertyville	10	2	13		3266	11
11220	T. Head	Columbus	11	10	5		3177	12
13020	A. Levinson	Indianapolis	5	dsq	3		3140	13
12948	P. Suesz	Dear Park	9	9	10		3009	14
14442	A. Steffen	Indianapolis	14	8	7		2974	15
11371	T. Scanlon	Indianapolis	dsq	4	6		2850	16
10175	J. Eilers, Jr.	Cincinnati	4	12	16		2835	17
13013	W. Norwood	Atlanta	8	5	21		2785	18
10818	D. Keary	Oakville, Ont.	16	9	8		2738	19
7999	J. Fehsenfeld	Grand Rapids	8	10	15		2726	20
9871	E. Grier	Peoria	11	6	17		2701	21
14323	C. Sommer	Peoria	6	8	22		2675	22
14386	B. Foster	Michigan	5	12	18		2666	23
9299	B. Leonard	Evergreen Park	12	dsq	4		2499	24
14774	J. Coberly	Decatur	12	14	11		2470	25
14769	B. Bigham	Cincinnati	16	17	7		2357	26
13019	R. Chastain	Indianapolis	7	19	15		2316	27
14806	W. Kreig	Indianapolis	17	dsq	3		2276	28
13234	W. Collins	Indianapolis	10	11	dnf		2222	29
11933	Pete Poe	Indianapolis	14	17	12		2146	30
10689	T. Beyer	South Bend	19	16	9		2133	31
13032	D. Larsen	Sandwich	13	11	20		2125	32
12660	B. Hook	Indianapolis	18	13	14		2042	33
12641	D. Jaynes	Cincinnati	17	13	16		1985	34
10062	T. Wurster	Breme	dsq	14	13		1769	35
13887	L. Leber	Peoria	9	dsq	14		1753	36
12100	E. Probeck	Western Spgs.	22	18	12		1721	37
13440	S. Griffing	Cincinnati	24	20	11		1630	38
9432	E. Troeger	South Bend	22	15	18		1566	39
13858	M. Schoenberger	Cincinnati	18	15	dsq		1401	40
15161	W. Hancock	Indianapolis	20	15	dnf		1332	41
11373	J. McLain	Peoria	21	21	20		1241	42
13007	C. Zimmerman	Akron	20	18	dnf		1195	43
14767	P. Wiseman	Muncie	dsq	21	19		1173	44
13501	D. Bilton	Chicago	15	19	dns		1160	45
14301	D. Clark	Indianapolis	19	dns	17		1060	46
13865	J. B. Parks	Indianapolis	23	22	23		1009	47
13020	G. Wiseman	Muncie	13	dns	dnf		1009	48
11422	R. Buckingham	Indianapolis	23	dns	19		808	49
10153	R. Hayes	Indianapolis	dsq	dnf	dns		730	50
14928	B. Rowe	Elkhart	21	dns	dns		400	51

Ann Caperton. However, the Atlanta contingent boldly introduced a new symbol - a "Snitch" - which was a Snipe wearing a witch's hat to advertise their Halloween Regatta.

The registrants were divided into two series. The Championship series is known as the "Eli Lilly Series", and its winner is the Indiana Open Champion. The second series is known as the "John Call Series", which provides a competitive event for skippers not yet experienced enough to threaten the national event winners leading the Eli Lilly series. Because 51 boats entered the Eli Lilly series, this event was divided into four fleets and sailed in two starting flights of two fleets each. Clear skies and 20 to 25 MPH winds from the north provided two swift races Saturday afternoon over a windward - leeward course with two long and one short windward legs. Tom Heckel of St. Louis was tied for first with National Champion Jerry Jenkins going into Sunday's race with Jim Richter close behind in second place. Sunday's skies were also crystal clear, and the north wind had subsided to a mere 15 to 20 MPH. Jerry Jenkins showed the boys his transom and took home the Indiana Open Snipe Championship for 1964. Joe Williams of Torch Lake, Michigan nearly lost his Saturday lead of two first when he came in 4th on Sunday in the John Call series, but the third place finish Sunday by Challenger D. Edwards of Winchester, Indiana just wasn't enough to upset Williams' Saturday lead.

We hope this combination of stiff competition, good wind, sunny skies, and good social fellowship will lure another outstanding group to Indiana for the Open Snipe Regatta in 1965.

### FINAL RESULTS - INDIANA STATE CHAMPIONSHIP

#### John Call Series

BOAT	SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin
14930	Joe Williams	Torch Lake	1	1	4		4569	1
14771	D. Edwards	Winchester	3	2	3		4409	2
13629	P. Dasher	Cincinnati	5	3	2		4261	3
13835	W. Milne	Birch Lake	4	9	7		3549	4
12704	Joe Bucek	Indianapolis	7	4	9		3549	5
14142	Steve Poe	Indianapolis	dnf	8	1		3173	6
13524	D. Burton	Springfield	12	10	5		3098	7
12399	B. Hague, Jr.	South Bend	8	7	12		3086	8
14985	N. Jensen	Chicago	6	17	8		2890	9
11518	N. Longsworth	Indianapolis	9	12	10		2825	10
14376	W. Golden	Elkhart	15	6	14		2630	11
12712	Dave Ryan	Indianapolis	2	dnf	16		2588	12
13648	I. Brown	Chicago	14	5	17		2601	13
14310	G. Gust	Fort Wayne	10	11	15		2537	14
12525	J. Jordan	Indianapolis	16	14	13		2138	15
10664	B. Coberly	Decatur	dsq	16	11		2008	16
9541	G. Poulos	Gillsburg	11	15	21		1976	17
15304	N. Beisswenger	Indianapolis	13	18	19		1797	18
13699	T. Pearson	Evanston	19	13	18		1797	19
15219	R. Madden	Indianapolis	dnf	dns	6		1709	20
4158	G. Tomlinson	Cincinnati	17	19	20		1501	21
12680	B. Dulin	Indianapolis	dnf	dns	dns		484	22

#### AND A MERRY CHRISTMAS TO YOU, TOO!

" Now that I am the proud owner of Snipe 5089, I want to register the boat and become a member of what appears to be a fine international organization and tops in small boat racing.

I have been reading the BULLETIN for over a year now ( a friend has been passing them on to me) and I have become extremely interested in the class and its activities.

I expect to join a local fleet soon and, in the meantime, am attending all Snipe regattas in this District 5 area. "

James L. Bennett

" I have only received a few issues of the BULLETIN as yet, but have come to look for its arrival each month. Reading every page, even including the ads! Keep up the good work. "

— David B. Harney

# Wells Wanderings



## BELIEVE IT OR NOT

Ripley had nothing to do with this "Believe it or Not" episode, but he couldn't have done better if he had. About the middle of October, some members of White Rock Sailing Club (Fleet 1, Dallas) got to talking, someone remarked that there hadn't been a regatta in the area for a long time — San Antonio apparently wasn't going to have one, Atlanta was too far away, and White Rock Lake had a fully authenticated Ghost whose legendary feats had been appearing in the press — so why didn't they have a Halloween Regatta?

So far so good. They sent out invitations — then followed up with a postcard guaranteeing a temperature of 82 degrees under sunny skies with a wind of 15 mph from the south (the best direction). Now any experienced regatta goer knows that such temerity could only produce freezing drizzle in flat calms with intermittent thunderstorms, giving due consideration to the time of year and the nature of the offense. Since Dallas is an easy six hour drive from Wichita, we decided to go and see what would happen.



by *Zed Wells*



A Snipe sailing picture always makes interesting copy, so why not put one here? After all, it shows exactly what it is all about — and why SCIRA and the BULLETIN exists today. This excellent shot shows the Portugese team at Bendor.

Believe it or not -- it was one of the most delightful weekends we have ever spent! I had forgotten what a pleasure racing could be when the wind never gets under 10 and very seldom under 12 — and with a few puffs to 18 or 20 to give you a little exercise. Combine this with a temperature in the low 80's and a race committee that is on the ball as far as starting lines and courses are concerned and you have a set of standards that are hard to equal.

## WANDERING MARKS

The opinions expressed above are not prejudiced by winning the regatta, because I didn't. Two firsts after a seventh were only good for second. Bobby Cummings took care of first with a 1-3-2. My seventh was partially the work of one of Old Joe's lieutenants who was hiding in the reeds off of a point on the west shore during the weekend, and partially my fault for realizing I was getting into a trap and not doing anything about it soon enough. (Old Joe himself, I'm sure, was working the Allatoona Homecoming Festival at Atlanta, but his boy did real well).

The trap I fell into is an easy one to fall into and requires real will power to avoid. The trouble starts when you are some distance from the windward mark, and you get a little lift. This, of course, is dandy. The lift not only lasts -- it gets better. This is also just dandy, but when it gets even better you begin to realize that you are sailing on the outside of a circle and while you are sneaking up on the lay line for the mark, it keeps running away. The tendency is to be greedy and to hang onto the lift too long. The only way to avoid the trap is to tack quite a distance from the lay line. I didn't tack soon enough. When I did, I got a terrific lift on the new tack (over 30 degrees) -- the wind had just over-corrected for the shift which produced the first series of lifts.

Ordinarily this would be fine, but by this time I was over-riding the mark — and boats under me who had been behind me were now laying the mark — and ahead of me. The moral is — don't get carried away because you get lifted, when you know you should tack for the mark. If you tack and the lift continues to improve on the tack you were on — you are heading toward the shift and will have the lift when you make your final tack for the mark. If the wind just stays where it was -- you have neither gained nor lost, but are in a position to profit by any small shifts which may — and generally do — take place. If the wind lifts you on the new tack and you tacked soon enough, you haven't overstood the mark and can profit by the new lift.

## BOAT SPEED

John Jenks has remarked that paradoxically, as Snipes get better and closer to identical, differences in hull speed seem to show up and sometimes are decisive. It's a puzzling fact which I have also noticed and I'm not sure of the answer, but I think it is the result of doing or not doing some very small thing — which is never apparent.

In the two races which I won, I used that time honored one best system of getting in front at the start and staying there. The first race was the one in which I got the seventh. The second race was immediately afterward with no change in sails or sail setting. At the end of the first lap, we had a slight lead and in the excitement forgot to tighten up on the foot of the main which had been slacked off while off the wind. Ronnie Castle, who was crewing for me, wasn't able to get the foot quite as tight as it had been on the first attempt, so we just left it loose because people were breathing down our necks — and I think our hull speed improved.

In the third race — I left the luff and foot both much looser than I had been carrying them — they even had a few small wrinkles and were several inches short of the limiting stripes, and this time I'm sure we were going faster (or maybe Bobbie did something wrong and was going slower. This is the trouble with this scientific research in sailboats). Anyway — I think I've sailed all summer with my sails stretched too flat.



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