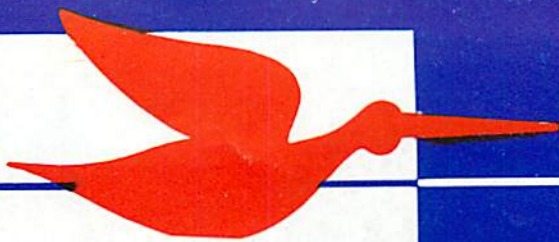
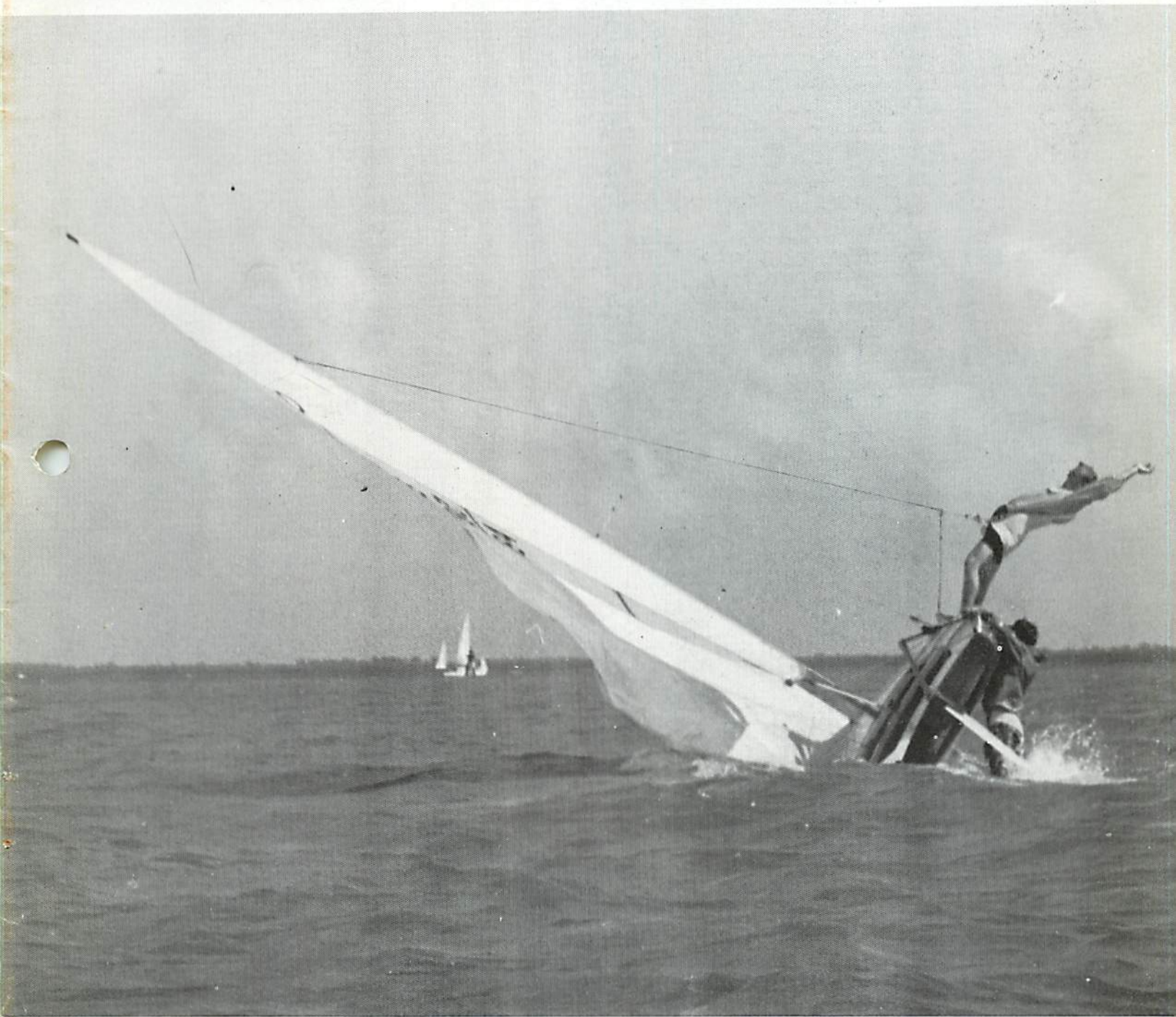


Snipe



BULLETIN



FEBRUARY 1963

Vol. XII No. 9

The 1962 Annual Meeting
1963 Changes in Class Rules
Province of Ontario Championship Regatta

SNIFE SKIPPERS AROUND THE WORLD

SUCCESSFULLY USED

IN 1961

ULMER SAILS

Godfrey Kelly - Ray Kaufman - Harold Gilreath
Joe Harmon - Jose Hernandez-Rubio - Runo Rossi
Jos Pember

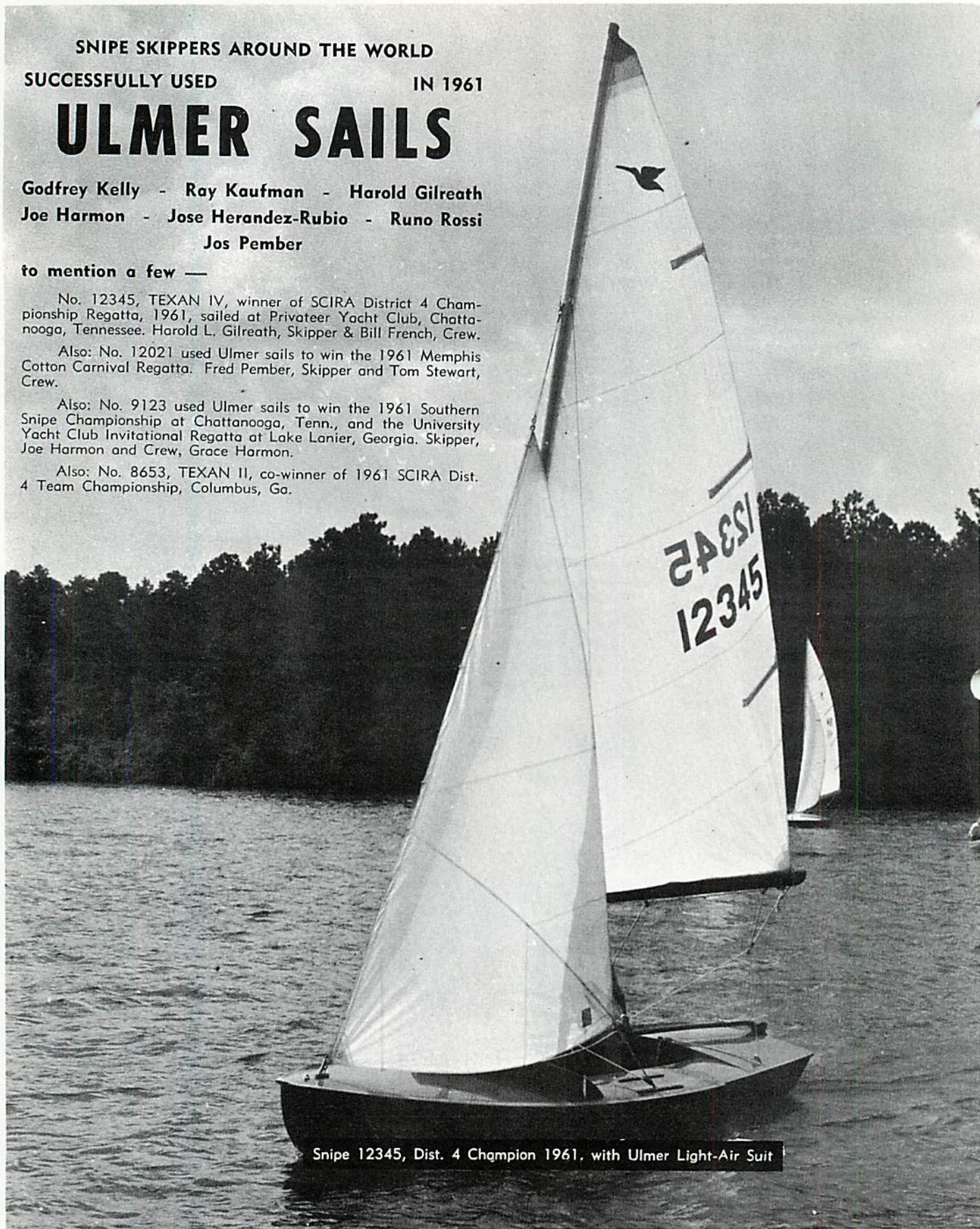
to mention a few —

No. 12345, TEXAN IV, winner of SCIRA District 4 Championship Regatta, 1961, sailed at Privateer Yacht Club, Chattanooga, Tennessee. Harold L. Gilreath, Skipper & Bill French, Crew.

Also: No. 12021 used Ulmer sails to win the 1961 Memphis Cotton Carnival Regatta. Fred Pember, Skipper and Tom Stewart, Crew.

Also: No. 9123 used Ulmer sails to win the 1961 Southern Snipe Championship at Chattanooga, Tenn., and the University Yacht Club Invitational Regatta at Lake Lanier, Georgia. Skipper, Joe Harmon and Crew, Grace Harmon.

Also: No. 8653, TEXAN II, co-winner of 1961 SCIRA Dist. 4 Team Championship, Columbus, Ga.



Snipe 12345, Dist. 4 Chqmpion 1961. with Ulmer Light-Air Suit



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of City Island 64, New York TT-5-1700
and Annapolis, Maryland CO-3-5020

Voice Of The People

DEFINES A "PROFESSIONAL" SAILOR

"In reply to H. J. Cawthra's questions on the definition of a professional sailor:

(1). I feel that boat builders, designers, sailmakers, yacht brokers, etc., are not professional.

(2). My definition of a professional is one that sails or races a boat for money paid by the owner of the boat for service rendered. Cook or brass polisher are hired help. However, the second sentence of Section 15 of the By-Laws ("Anyone who participates for material or financial gain whether immediate or indirect shall be barred either as skipper or crew") does back up Mr. Cawthra's thinking in the Snipe Rules. I believe it should be rewritten - but quick!

Many sailors start out for the pleasure of the sport, but if they win races consistently, many people respect their opinions and copy their ideas on both equipment and actual racing tactics. This, in some cases, leads to them getting in some business connected with the sport where they can satisfy the demands made by their fellow sailors. This way they can earn a living and still enjoy the pleasures of sailing.

The boat builders, etc., win their share of the races, and so do the other sailors. The back-bone of many classes are boat builders, sailmakers, etc. Without them, many classes would not have growth or stability.

The more one reads of Mr. Cawthra's letter, it almost sounds like he is teeing off on the Star Class.

In the Boston area, we race against Varalyay, Gerber, Lippincott, Lofland, Grampian, Mills, home-built, and anything else you can name. During the last season, we found no oneboat had excessive boat speed because it was a late model built by a certain builder. In fact, a couple of Grampian fiberglass hulls that were put together for about \$600.00 plus showed the best boat speed on all points of sailing **WHEN SAILED WELL!**

In reference to older boats, I think a top sailor could purchase an older boat that was well made and had not lost its shape and still win races; that is, after it was refinished and all necessary work was done on it. However, in most cases, to do all this work runs up to a lot more money, so why do all this work when you can buy a new one or one only a couple or so years old.

Speaking of the Boston area, the Cottage Park Yacht Club expects to have 23 Snipes; Wessagusset Bay 18; Crow Point 7; and at several other clubs there will be about 6. This means when we all race together on Sundays we can have over 50boats cross a starting line. At the Winchester Boat Club, there are over 30 Snipes, which means in about a 25 mile area, there are over 80 Snipes. What other area has this many?"

— Ray Smith
Winthrop, Mass.

The strong come-back and steady growth of Snipe in the Massachusetts Bay area is a source of great satisfaction to SCIRA, thanks to Mr. Smith and many more good sailors like him.

"ONCE A SNIPER - ALWAYS A SNIPER!"

"As an ex-Sniper, I am coming back to this class after I can dispose of my "Lightning". I guess we all learn sooner or later that the old Snipe is hard to beat after all things are considered."

— Jim Diggs, Jr.
Paris, Tennessee.

A SWEEPING, LOW BOW IS IN ORDER

"A Class E sailing friend of mine saw a copy of your BULLETIN in this office the other day and was almost dumb-founded to find such a high class publication being put out by one class. You are doing an exceptional job and certainly cram each issue with news and useful information."

— Vic Schoen, Editor
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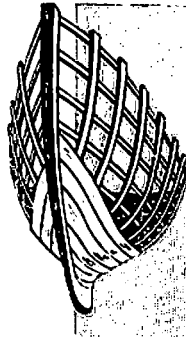
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SNIPE BULLETIN

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 3, Ohio, U. S. A.

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

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The Cover

We are, of course, partial to pictures of Snipes for BULLETIN covers - and what could be more appropriate? But here is one of another one-design class which we couldn't resist for a couple of reasons.

Looks like the sky is the limit for these Flying Dutchman sailors. Here Sennett Dottenhofer, Jr., strains in his harness while David Hanafourde goes over the side during Miami's Sunshine Regatta at Coconut Grove SC. With the mainsail strapped down tight, the jib dragging in the drink, and water coming in the cockpit, it looks like a goner in spite of their heroic efforts.

But aside from the dramatics, the picture illustrates exactly why the FD will never be a popular boat. The equipment and skills required to be a top competitor are those generally ascribed to circus acrobats, and few sailors feel that such abilities are a true part of Corinthian sailing. Witness the 755 new Snipes built and purchased throughout the world in 1962! FD sailors might be the finest trapeze artists and chinners-up in the world - on water, at least -, but does that make them the best sailors? The Olympic Committee, of all people, thinks it does!

— Miami-Metro News Bureau Photo

THE SCORE

Numbered SNIPES — 14192

Chartered Fleets — 556

It is a pleasure to report (in the midst of an unusually hard winter) that Spring is on its way! 53 new numbers for Snipes were issued last month, which is more than a gentle stirring of zephyr breeze. 22 went to the United States, 16 to Sweden, and 15 to Finland. Cold-weather countries are eager to jump the gun! Looks like a good season coming up.

Charter 556 was granted to the Cadiz Fleet in Spain. This group was established under the sponsorship of the Maritime Department of that harbour and is the 68th fleet officially chartered for Spain. Congratulations and best wishes to the new fleet!

Two BULLETIN Milestones

Constant efforts are made to improve the BULLETIN and usually improvements are so small they are hardly noticeable, but they all add up to a better product eventually. But in the last three months, a couple of goals were reached which one couldn't help noticing.

The Post Office finally gave the BULLETIN second-class mailing privileges (after 8 months negotiations) and our mailing practices were immediately revised. A new addressing machine was purchased, over 4000 stencils cut, and the November issue went out minus envelopes. The whole mailing process was thus greatly simplified and now the BULLETIN is in the same class as all the other BIG magazines.

And the best part is that reduced rates (from third to second class) and the elimination of envelopes will effect a considerable savings which will offset a large part of the increase in general postage rates effective in January. Postage costs have risen steadily and are now up on an average of 25% over last year. A single copy of the BULLETIN now costs 6¢ instead of 4 1/2¢, a 33 1/3% jump. A notice of change of address now costs 10¢, so if you don't get your BULLETIN or have moved, be sure and notify this office at once so proper changes can be made. There is a good chance we can hold our postage charges down to last year's in spite of the increase.

Everyone should have noticed the ad on the back cover of the last three issues, for, for the first time, the BULLETIN uses two colors. This may not seem like so much to those readers exposed to modern color printing, but for a small publication in a class like the BULLETIN, it is really an accomplishment. Use of our columns by a big national advertiser (the May Co.), second-class postal rating, and two color printing are big steps forward. What next? 20 pages, perhaps?

ATTENTION— All Fleet Captains

There are four important duties for Fleet Captains which should be completed as soon as possible:

- (1) Point scores for all official races must be sent in on official forms supplied by the Secretary upon request. It is important to use these forms, as each individual score must be filed separately in numerical order. If not sent in as prescribed, they will be mailed back, so please do them properly the first time. It's easier!
- (2) Dues must be collected promptly so your fleet members will be in good standing with SCIRA and eligible to participate in official races. SCIRA needs all the money we can get, so make a special effort to get all the old boats and stragglers in this year. Many have never joined simply because no one ever asked them to or tried to collect the dues. It is easier, too, to keep old members on the active list than it is to try to get one new member and lose two old ones. Dues are \$7.50 per individual owner; \$5.00 each for co-owners; \$10.00 for annual fleet charter fee. Special forms to report fleet dues are furnished upon request.
- (3) Send in the 1963 list of officers at once for inclusion in the 1963 Rule Book now being made up. Also the names of winners of your important regattas. This is the last chance - otherwise, the old names will be re-printed.
- (4) Get official race sanction application blanks with a detailed instruction sheet from this office so you can get your race sanctioned without delay and confusion.

This is One for Paul Elvström



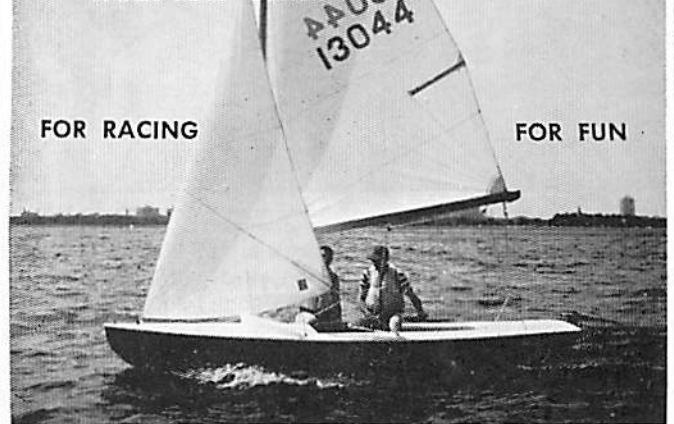
Lake Quassapaug always has a fine Frostbite Series, and the rugged sailors there (unlike some others) find it most enjoyable to challenge the hardships of ice and snow.

Here the indomitable Terry Whittemore inspects his boat while trying to make up his mind whether to rig it up or not. But with more snow predicted on top of this light one, he turned his thoughts to Christmas cards, and the above picture is the result.

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- * Whisker pole and paddle
- * Slotted mast and boom of laminated wood or aluminum

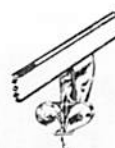
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REVISED FEBRUARY 1962

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QUASSAPAUG HOLDS JUNIOR CHAMPS



TOP FIVE HAPPY WINNERS with silverware - (L. to R.) Terry Cronburg, winning skipper with crew sister Wendy; Ned Daly, 2nd, with Sue Truelove; Susan Czarny, 3rd, with Jimmy Carroll; Diane Carser, 4th, with Elethea Haaland; John Judy, 5th, with Diane Haaland as crew.

The Quassapaug Yacht Club was host for the first District 1 Junior Championship Regatta held on August 4-5, 1962. It was very refreshing to see the gay and determined group of young people set sails and head for the starting line.

Enthusiasm and high spirits were the mode for the two-day affair. Many skippers were so-called "recognized" crews, which really means the brow-beaten underdog of the ship's company. The benevolent regular skipper generously gave

up their places, glad of the opportunity to take to the observation porch. And a new light gleamed in the eyes of the proud fathers who kibitzed from their vantage point. Come to think of it, I don't know for sure who was more fun to watch — the kids, or the proud daddies with, "How about that?", or "I didn't know she knew that much about sailing."

A stiff breeze on Saturday morning kept the skippers busy as they did a good job of emulating the tactics they had learned from sailing lectures and their own keen observations.

Terry Cronburg, from Winchester, Mass., won the tune-up race and this was his way of showing what he planned to do, for he took three 1sts and thus became the first Junior Champion in District 1.

While we only had 8 boats in this opening regatta, we are expecting to more than double that number in 1963.

The race committee even took on a new look, as they received recognition from each boat as it came over the finish line, with a barrage of questions about where the other boats had placed — a sharp contrast to those aging seniors who are sometimes barely able to raise a feeble arm in a last spurt of dying strength to acknowledge their arrival at the finish line. It was a lot of fun for everyone!

1st DISTRICT 1 JUNIOR CHAMPIONSHIP RESULTS

BOAT	SKIPPER	CLUB	Tune-Up	1	2	3	Pts.	Fin.
11863	Terry Cronburg	Winchester BC	1	1	1	1	4800	1
7856	Ned Daly	Quassapaug YC	2	3	2	2	4486	2
9448	Sue Czarny	"	3	2	3	3	4409	3
5677	Diane Carser	"	5	4	5	5	3961	4
9321	John Judy	"	4	7	4	4	3894	5
8151	Billy Carroll	"	6	5	6	6	3746	6
6768	Betsy Grover	"	dnf	6	7	7	3606	7
6676	George DuBois, Jr.	"	dnf	dnf	dns	dns		



BASIL KELLY OF BAHAMAS, newly elected Rear-Commodore of SCIRA for 1963, crosses the finish line winner of the first tune-up race in the World Championships at Rye. Note the rugged conditions - the slant of the marker due to tide and wind; the fore and aft pitching of the large committee boat straining at anchor; the wave action on the Snipe. F. Nakajima.

SCIRA ANNUAL MEETING

NEW RULE CHANGES ADOPTED

The annual meeting of the Board of Governors of SCIRA was held in Atlanta November 2, 1962. Commodore Norwood presided with Hook, Wells, Tillman, Whittemore, Garfield and Mills in attendance. Carl Zimmerman and Buzz Levinson were also present.

With 7 of the 10 U. S. Members present, it was unanimously voted that an official quorum would consist of the majority of the U. S. Members (6) in order to transact routine SCIRA business and all future matters pertaining to the United States only; on all matters of international significance, the other Board members would be contacted and ballots solicited by mail. This action was taken in recognition of the fact that the wide geographical division of the Board Members made it almost impossible to get the required 8 of 15 international members together at one time.

The minutes of the Seattle meetings were accepted as read. Mills gave an interim financial report and stressed the fact that only the United States, Canada, Bermuda, and Bahamas had paid increased dues for 1962. The books were now being audited for the fiscal year ending October 31, 1962.

Tillman moved that the \$2.50 additional dues payment made by the above mentioned countries be credited to their accounts and not included in the international class treasury, thus the additional amount paid by the U. S. sailors could be used for U. S. purposes. Satisfactory credits would also be established for Canada, Bermuda, and Bahamas for overpayments they made in 1962. This diversion of the increase of dues would put these countries on an equal basis as far as other countries were concerned. This motion was unanimously passed retroactive to April 1, 1962.

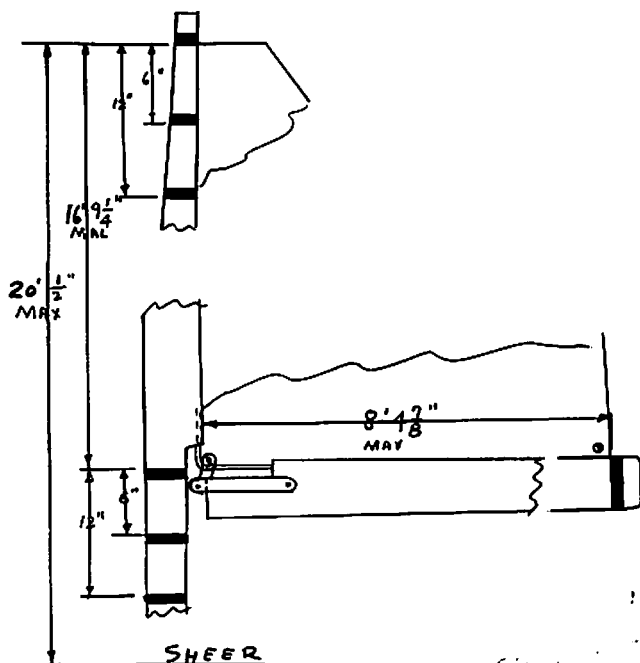
Submitted and recommended by the Rules Committee, the Board of Governors adopted the following changes in the official Snipe Class Measurement Data Sheet for 1963:

Para. 41 - Jib stay intersection with the mast shall be 15' maximum, 14'-9" minimum.

Para. 42 - Entire new section as printed in the December BULLETIN. (Stripes on mast)

Para. 43 - Entire new section as printed in the December BULLETIN Page 12. (Stripe on boom).

The diagrams given below amply illustrate these new measurements.



NOTE: These measurements are taken from the sheer line mark on a measured mast; placing the bottom of the top stripe 2 1/2" down from the top of a measured mast will also give

a correct setting.

Para. 45 - Add: Tentative approval has been given for use without spreaders of a section measuring 2 11/16" fore and aft, 2 1/2" athwartships, and a minimum thickness of .063".

Para. 48 - Length of fore-stay can no longer be adjusted while racing.

Para. 50 - Omit "Mast rakers not permitted."

Para. 54 - On all fiberglass boat (hull, deck, floorboards, etc.), 20 pounds ballast can be used.

Para. 62 - Omit this paragraph from the sheet.

SHEER WIDTH TOLERANCES: Plus or minus 1/4" instead of plus 1/4" minus 1/8". This is in line with recommendations made by U. S. manufacturers of fiberglass hulls. It was originally voted that tolerances of plus or minus 1/2" be adopted with elimination of other tolerances now in effect, but later developments have caused reconsideration of our status with IYRU if such a drastic change was made and it is deemed prudent to make only a slight change at this time.

CONCERNING U. S. NATIONAL CHAMPIONSHIP ONLY:

- (1) Entries from each fleet to be chosen in whatever manner suits the fleet best.
- (2) Definition of an active boat: One which, in addition to being a paid up member of SCIRA in good standing, has been in five point score or sanctioned regattas during the current season.
- (3) Warning and preparatory signals in the Heinzerling -Wells -Crosby Series shall be interchanged in order to get 10 minute separation between fleets.

The present class policy of requiring fiberglass hulls to be made from molds taken from the official SCIRA mockups was reaffirmed unanimously.

Final results of the election for officers for 1963 were announced in the January BULLETIN.

Buzz Levinson was appointed to make a study of class advertising and publicity policies. He was appointed to try to get a copy of a certain Snipe racing film for class use.

Dick Tillman was appointed U. S. SCIRA representative to try to get Snipe into the Olympics.

Charles Morgan was unanimous choice to represent Snipe in the One-of-a-Kind Regatta in Miami in February; Bob Huggins for the Pan-American Games in Sao Paulo, Brasil, in April, with Bruce Cochran as alternate. The idea of having the winner of the 1963 Mid-Winter Regatta at Clearwater serve as an alternate was approved, but later insistence by the Olympic Committee since the meeting of immediate definite choices has eliminated that possibility.

Bids from Peoria and San Diego for the 1964 U. S. Nationals were considered and definite action deferred.

A letter from Capt. Vieri Lasinio notifying the Board of changes made in the European set-up was read (see Page 4 October BULLETIN). This would become effective in 1963 and would be a matter of business for the 1963 General Meeting in Cannes, France, when other matters would be presented by the European Secretaries.

Dates for the next official SCIRA annual meeting were set for January 1964 somewhere in the Midwest, preferably in Chicago. Meeting adjourned after a seven hour session.

-NOTICE TO ALL PURCHASERS OF BAPS-

Another error has been reported in BUILDING A PLYWOOD SNIPE and, like the 1st one, it is in the Bill of Materials, Page 23, Plate 10, line 8, Col SIZE. Change 6" to 4" as the bed logs are made of 1x4 instead of 1x6 stock. This change corresponds to specifications shown in Plate 7, Page 16 for bed logs. Not at all serious if you used 1x6 - could be desirable. All copies of BAPS sold after Feb. 1st have complete corrections.

STONE REGATTA DATES

The fourth annual International Open Meeting for Snipes will be held May 25-26th this year at Stone Sailing Club on the River Blackwater, Essex, England. Entry, food, and accommodations are free to foreign entries. Good deal!

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3. COCKPIT COVER— Over the boom - snap closed front - mast collar to keep rain out with boom tip cover \$25.00
4. COVER FOR ENTIRE DECK— Similar to No. 3 \$40.00
Snaps or ties under rub rail including snaps for boat
5. TRAILING COVER— Covers deck & sides with mast up or down. Has mast collar which closes opening when trailing \$50.00
6. TRAILING COVER— Similar to No. 5 but covers entire hull. \$75.00

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SNIPE BULLETIN 655 Weber Ave., Akron 3, Ohio.

RULES COMMITTEE COMMENT—

For every Snipe having a card, a Measurement Data Sheet has been turned in, signed by a duly appointed fleet measurer stating that he has measured the boat. In many cases, this consists of determining that the boat looks like a Snipe and letting it go at that. Every now and then, owners have been bitten by this - but never so badly as the owners of about 50 fiberglass boats from one builder, none of which had apparently been measured during the two years this builder was in production until one came to the Nationals, - and then the roof fell in!

This boat was extremely narrow in two places on the sheer width, and the stem and sides of the boat near the stem were much narrower and sharper than the SCIRA mockup from which all molds for fiberglass boats are required to be built, without modification, of course. The boat which was in Seattle had its sheer width corrected on the spot and it was allowed to race, as the modifications to the bow of the boat were not noticed until later.

The Board of Governors has ruled that boats from this builder (after presently molded boats in stock are disposed of) must comply strictly with all requirements for fiberglass boats, as must all fiberglass boats from any builder. Boats already built may race in any races except at Nationals Championships without modification of any kind. Boats racing in National Championships must comply with sheer width limitations, but the bow shape on these older boats (built prior to January 1st, 1963) do not need to be modified for the Nationals.

The Fort Worth Boat Club, host for the next National Championship Regatta, has announced that the period from July 26th to August 3rd has been chosen for this 27th regatta. The FWBC was host for the 8th regatta in 1941.

Your attention is called to the change in the manner of selecting entries for this important SCIRA affair. Every year, questions have arisen as to just who is eligible to attend and some difficult and embarrassing situations have resulted on a local level due to the narrow requirement previously in existence that "Entries must be fleet champion and/or top-ranking skippers or their alternates. . .". While this objective is certainly desirable in any championship regatta, it is a well-known fact that persons most likely and able to go are not necessarily in the defined category. The change merely recognizes those facts which have existed for a long time and thus gives the local fleet more leeway in sending available representatives.

Please note that this does not in any way eliminate or alter the prerogatives of the fleet champion or top sailors to enter the regatta according to fleet point score ranking. The national championship regatta is primarily for champion sailors and it is not the intent of this ruling to weaken their priority rights of participation.

RUTH ROBERTS ANNOUNCES RETIREMENT—

Please do not ship any sails for repairs to Guy Roberts, Snipe Racing Sails, Inc. I have terminated my sail business as of December 31st, 1962 - all sails will have to be returned at your own expense.

The contact we had exclusively with the Snipe class for the last 30 years has been a wonderful experience. Sail making is truly an art and it is a great satisfaction to ship out fine hand-made merchandise. Some think that patterns can be hi-jacked, but there are a few secrets that go into the making of Championship Racing Sails. Our sails were very, very successful, winning many, many Nationals and Sanctioned Regattas, so I can step down saying our sails reached the top of the ladder of success.

Guy was employed as a personal skipper by one of the country's wealthiest men for 30 years and that took up quite a bit of his time, so our sail business was operated just as a hobby. We were never able to expand and take care of the demands for our sails. I want to thank all the Snipers for their much valued orders in the past.

Ruth Roberts

AN INTERESTING ACCOUNT OF A BIG CANADIAN REGATTA

LES LARSON DEFEATS HOWIE RICHARDS ON LAKE ONTARIO FOR PROVINCIAL TITLE - RED GARFIELD THIRD

Oakville Fleet 321, Canada, was host to a large entry of top competitors from the U. S. and Canada the week following the U. S. National Championships at Seattle when the Province of Ontario Championship Regatta was held. And the 3,000 mile drive back from Seattle in 3 days had little effect on young Les Larson, however, and he once again showed that consistency pays off in top competition. Les, with father Vic crewing, did not win a single race in the 3 race series. His highest placing was 3rd, but his 3-4-5 score was more than enough to give him a substantial margin of victory.

Oakville, a pretty little harbour on the north shore of Lake Ontario, seldom experiences high winds and is more noted for its drifters. But if the wind direction is right, even a moderate breeze can blow up a big swell and a good blow brings on rugged conditions comparable to the open ocean. This year's contest for the Oakville Trophy provided a real test of sailing skill with winds varying from near-drifter to better than 25 knots - from a gentle ripple to 6 foot breaking waves. (This latter race was postponed before the start, but not before all the boats were out and committed to a wild ride back home).

The 45 entries numbered many top competitors and ardent sailors, including SCIRA Commodore Dr. Sam Norwood from Atlanta, Georgia, and Past Commodore Red Garfield from the Chautauqua, New York, Fleet.

Saturday morning saw a pleasant 20 knot breeze blowing off-shore from the north. These conditions usually provide tricky sailing, with shifty, puffy winds, but relatively calm water. However, the wind direction dictated a starting line over a mile from shore with the first leg of the Olympic course a beat back in. The fleet set out on the long run for the starting line in a mild chop and with most boats using their fullest sails set for moderate conditions. In the short space of time it took to get to the starting line, however, the wind picked up sharply and produced the kind of short, steep sea that can be particularly vicious for a 15 1/2 foot boat. The arrival at the starting line was abrupt and quite exciting as many boats came in on a continuous plane, and some were wondering whether they could stop before reaching Rochester 50 miles away on the other side of the lake. Beating and reaching was now just a question of jib alone with the main ragging, and even the heaviest crews were having trouble in the puffs and shifts which were frequent. Weak points in rigging and reflexes were quickly uncovered and there were boats capsizing and equipment breaking as a result. Howie Fletcher of Olcott, N. Y., a past winner of the championship, was one of the casualties with a mast broken. The RC wisely called a postponement and those still out fought their way back to the harbour (the toughest beat of the whole series).

After a nose-count, many quick repairs, and lunch, the first race finally got started in the afternoon in lighter but still interesting conditions. Winds varied from 15 to 25 knots, still off the shore. Fritz Gram, Sam Norwood, and Doug Armour, made perfect starts at the port end of the line and were followed by Doug Keary and Jack Cummings. This group held starboard tack, expecting a lift which never came. Larson, Betlem, Garfield, Richards, Garrett, Nelson, and most of the fleet went on port early, and were favored by a good slant. Gram got over early enough to stay in the picture. 1960 winner, Charlie Webster, took the lead at the first mark, followed by Gram, Larson, Al Jarret, Jack Cummings, and Howie Richards, 1961 winner from Oakville. Webster held his lead until the last beat, but the pressure was close and a few wind shifts shook things up to see N. Y. State Champion, Fritz Gram, finish 1st, followed by Jarrett, Webster, and Larson.

Sunday morning, after a postponement for the light winds to settle down, saw a high but seemingly steady wind off the lake from the southeast. Doug Keary, current Canadian Champ from Oakville, held a good lead for the whole first beat, but saw it go down the drain when about 100 yards from the weather mark. The wind hauled to the south 40 degrees, giving Richards the lead, followed by Garfield, Vreeland, Nelson, and Larson. These positions looked as though they would never change, since the

course was now a reaching merry-go-round. However, the shakeup came again when some of the leaders became confused (more by the wind shift than the clearly marked buoys) and sailed for the wrong buoy just long enough to allow the people with their eyes open, after the Saturday night's festivities, to get by. The finish gun gave 1st to Herb Nelson, followed by Garfield, Larson, Richards, and Vreeland. Some of the top leaders were only able to salvage low positions, and ceased to be contenders pronto. Tom Storey of Shediac, N. B., and Paul Betlem of Rochester, both of whom were placing well up to now, took a simple way out by hitting marks. So, after two races, with one to go, only Larson and Jarrett maintained fairly decent scores - Larson with 2813 and Jarrett with 2677.

The third and final race was started without returning to the club, lunch being eaten in the boats. The wind had now hauled around to the southeast and was blowing about 8 knots. Trouble again reared its ugly head, to dog several of the top competitors. About 40 boats arrived at the weather mark simultaneously. Those who found themselves on port tack had little choice but to hit the mark or other boats. Others were on the right tack, but so involved in the mess it didn't do them any good. This conflict saw 10 boats retire with DNFs, including the 2nd man Jarrett, and Norwood. Others, such as Keary, were in the 4th position on starboard at the buoy, but were run into by port tack boats and sat on until well out of competition. With Jarrett eliminated, Larson kept his head, approached the buoy on port tack in 15th place, managed to make a nice jibe, circle wide, and continue on to pick off a 5th place without too much trouble. It was more than enough to lock up the Championship and title. This final race was led from the start by 14 year-old Bill Hendershot of Ancaster, Ontario, who was ahead of the trouble and kept his lead to the very end. Howie Richards almost caught him on the last leg, but finished 2nd. Tom Storey took a good 3rd, Kurt Born was 4th, and Les Larson 5th. Richard's second in this race was sufficient to give him a 2nd place overall. Red Garfield ended up 3rd with 9-2-12.

Everyone parted friends and agreed that the event had been a whopping success from the entertainment, favours, dinner, the Royal Canadian Navy, through to the most important things - good winds and well-run races.

FINAL RESULTS - PROVINCE OF ONTARIO CHAMPIONSHIP Molson Trophy Races - Lake Ontario, Oakville - Aug. 18-19, 1963

SKIPPER (top 37 boats)	CLUB	1st Race	2nd Race	3rd Race	Final
Les Larson	Chautauqua	1	3	5	1
Howie Richards	Oakville	13	2	2	2
Red Garfield	Chautauqua	9	2	12	3
Chuck Webster	Newport	3	15	6	4
Fred Gram	Cuba Lake	1	12	11	5
Herb Nelson	Chautauqua	18	1	9	6
Doug Keary	Oakville	6	14	10	7
Jack Cummings	Orondaga	5	25	7	8
Al Jarrett	Oakville	2	7	DNF	9
Bob Vreeland	Newport	16	5	17	10
Kurt Born	Oakville	31	8	14	11
Steve Piquet	Newport	10	13	16	12
Tom Storey	Shediac	12	DNF	3	13
Paul Betlem	Newport	7	DNF	8	14
Bob Dodds	Cuba Lake	22	16	13	15
Pete Lauderbach	Newport	11	11	DNF	16
Ed Pollock	Oakville	26	11	19	17
Doug Armour	Oakville	24	9	DNF	18
John Reiffenstein	Oakville	27	9	27	19
Aub Billie	Oakville	20	17	15	20
John Glenn	Newport	20	18	25	21
Manly Johnson	Chautauqua	15	26	25	22
Bill Hendershot	Oakville	DNF	DNF	1	23
Larry Deltter	Cuba Lake	23	22	21	24
Roger Flann	Oakville	8	24	14	25
Sam Norwood	Atlanta	8	34	DNF	26
Gus Bentley	Chautauqua	7	20	DNF	27
Don Haines	Oakville	36	19	18	28
Don Haines	Orondaga	14	27	DNF	29
Al Blodgett	Oakville	DNF	21	22	30
Dirk Knoussan	Oakville	21	28	DNF	31
Red Haines	Cuba Lake	37	32	20	32
Bob Mordon	Oakville	19	DNF	DNF	33
Bob Aitken	Shediac	35	33	26	34
Don Storey	Orondaga	DNF	23	DNF	35
Bill Cummings	Oakville	28	30	DNF	36
Ken Felton	Oakville	29	29	DNF	37
Ken Buchanan	Oakville	29	29	DNF	37

PATRONIZE OUR ADVERTISERS

MICHIGANDER WINS MID-STATES TITLE



David Beatty Photo

MID-STATES CHAMPION JERRY JENKINS and crew (left) receive the Alan Myers Perpetual Trophy from regatta officials.

Island Bay Yacht Club at Springfield, Illinois, once again became the center of Mid-West Sniping, when, over the Labor Day weekend, many eager sailors took to the road in search of keen competition -- both on the water and at the bar. This was evidenced by the 34 participating Snipes representing 9 yacht clubs.

An unusually windless weekend forced the cancellation of the tune-up race as well as the first scheduled race Sunday morning. The wind Sunday afternoon increased to a drifter and the boats took to the race course. It started with a beat to the south until the wind shifted to the southeast as most of the fleet reached the first mark, and there a new wind shift turned the second leg into a beat also. The boats on a port tack found themselves watching a parade of Snipes that had gone off on starboard looking for wind. Dan Wesselhoft of Peoria rode

this shift to the 2nd mark and led the next two legs to finish 58 seconds under the time limit. Bill Collins of Indianapolis was 2nd and Jerry Jenkins of Grosse Pointe, Michigan, worked his way through the fleet to finish 7th.

Monday two races were sailed back-to-back; the winds were light and shifty at the start of the second race and picked up to 10 mph near the end of the last leg. Jenkins was 1st, with Collins 2nd, Wesselhoft 3rd, and Bill Patton of the host club, 4th.

For the final race, the wind came out of the southwest blowing 5-10 mph. A few minutes after the start, Jenkins was in command with the rest of the positions changing rapidly on the first beat. The first ten boats were close together the first time around, but Jenkins really gave them the works as he opened up a good lead on the second beat and held it until the finish. Rear-Commodore Bud Hook was 2nd, and Bill Patton took a 3rd to edge out Stan Salzenstein of Peoria.

Jenkins, with his two 1sts, got a total point score of 4356 to lead Collins by 89 points and Wesselhoft, in 3rd, by 223 - a close contest for the top three boats.

Final Results - 16th MID STATES REGATTA - (Top half boats)

BOAT	SKIPPER	RACES	1	2	3	PTS.	FIN
13330	G.Jenkins	7	1	1	1	4356	1
13234	B.Collins	2	2	6		4267	2
13105	Dan Wesselhoft	1	3	8		4133	3
10170	C.Weatherston	6	8	5		3610	4
13314	Mike Negley	3	7	12		3441	5
10953	Tom Palmer	5	6	11		3421	6
12322	S.Salzenstein	11	11	4		3109	7
12022	Robert Grohne	15	5	7		3101	8
9361	B.Patton	25	4	3		3069	9
12660	Bud Hook	20	10	2		2923	10
13523	L.Evans	10	15	10		2598	11
9871	Ed Grier	9	13	13		2592	12
10593	B.Baker	4	25	19		2154	13
12535	Jim Canterbury	18	12	14		2099	14
12534	B.Canterbury	8	18	21		2018	15
12004	C.Peters	22	22	9		1745	16
11373	J.McClain	21	9	25		1680	17

Note: 102 sailors in 3 races had only 1 DNS - NO DSQs or DNFs!

THE MAN BEHIND THOSE PERFECT SAILS IS AXEL SCHMIDT!

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Ask the skippers who use them—

BOB HUGGINS, winner of the 1961 and 1962 Griffith High Point Championship.

SCOTT ALLAN, winner of the 1961 Crosby Trophy and 1962 U. S. Junior National Snipe Championship.

DOUG KEARY, winner of the 1962 Canadian National Championship.

FERNANDO SANJURJO, winner of the 1962 Argentine National Championship.



1111 Anchorage Lane, San Diego 6, California

Branch Left

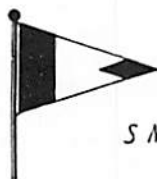
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— SANCTIONED RACE DATES —

- May 11-12 COTTON CARNIVAL Regatta, Delta Sailing Club, McKellar Lake. Clark Bell, 1752 Autumn, Memphis, Tenn.
- May 31 - NORTHEAST INTER-DISTRICT, Indianapolis
June 1 SC, Geist Reservoir. Alan Levinson, 6234 Landborough N. Dr., Indianapolis 20, Indiana.
- June 29-30 OHIO Open Championship Regatta, Cowan Lake Fleet, Cowan Lake. Bob Bigham, 1104 Paxton, Cincinnati 8, Ohio.
- July 12-13 DISTRICT 3 CHAMPIONSHIP, Island Bay YC,
-14 Lake Springfield. Phil Peterson, 1840 W. Jefferson St., Springfield, Illinois.
- July 26 - U. S. NATIONAL CHAMPIONSHIP Regattas,
August 3 Fort Worth BC, Lake Fort Worth. Exact schedule will be published when received.
- JUNIOR CHAMPIONSHIP the first weekend as in previous years. Louis Nelms, 3845 Westerly St., Fort Worth 16, Texas.

Necessary blanks for obtaining SCIRA sanction of regattas are available either from your local District Governor or from the SCIRA office, and details of your regatta will not nor can be published here unless complete information is received through specified channels according to class rules. Sanction (official approval) by SCIRA means that your regatta must be conducted according to Rules for Conducting Sanctioned Regattas as published in the class Rule Book each year. Recently, some regattas have been run by local people and committees who pay no attention to Snipe Class rules which apply to Snipe Racing. Contestants have been very unhappy when they have been led to believe the regatta would be up to high SCIRA standards, and the only remedy is to deny such sanction to those clubs or fleets who do not want to enforce or respect class rules which have been established and adopted over a long period of years through trial and error. Sanction by SCIRA should be appreciated.



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Be our guest at Lake Quassapaug for

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April 28th through May 26th

*Five consecutive Sunday Sailing dates with
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3 Races Daily

*First Race starts at 12:30 with two
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*Bring your Snipe to our Club at any time
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CLEARWATER YACHT CLUB
invites you to attend
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26th Annual
INTERNATIONAL
MIDWINTER SNIPE
CHAMPIONSHIP REGATTA

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STARTING LINE SCRAMBLES

Every now and then, I get an assist from someone writing in suggesting something to write about. Buzz Lamb, Governor of District 4, has written as follows; "I would like to have your comments regarding the start of the second race at the Halloween Regatta in Atlanta. I was right in the middle of it, and thought I had been caught in a whirlwind of boats with the sound of crunching sheers all around me. I was informed that not a single boat dropped out, which seems a little peculiar. A little enlightenment on tactics as well as rules would help."

I can't give a perfect analysis of this start, as this is the one where I almost got left on the dock by not hearing the 30 minute warning gun; then by not hurrying, as I was sure they wouldn't start a race with the committee boat where it was. They did! The committee boat was at the port end of the line, which, of course, creates a "coffin corner" for boats that are too early or are backwinded and can't lay the line. I got to the line with only a couple of minutes to go, so all I did was to stay on port tacks to get as far from the committee boat as possible, until a solid phalanx of starboard tackers came thundering down on me and since I couldn't get through them, I had to join them. The line must have favored the committee end by a wide margin, or there wouldn't have been such a pile up. In fact, I believe this was the race where Terry Whittemore thought he could make it on a port tack. (He dropped out).

When this type of situation develops, the committee really should give a recall signal and change the starting line, even to the point of favoring the starboard end of the line where the committee boat is at the port end. A line such as that one at Atlanta must have been, is bound to cause many rule infractions. Most of these are practically unavoidable and are not the result of a skipper trying to pull a fast one or taking a calculated risk in hope of getting a racing advantage. When the slope of the line is such that it is really a starting point instead of a starting line, there is a natural tendency to not be too conservative and therefore be hopelessly behind someone who sneaks by at the starting point. And when a hopeless mess develops, unless the skipper has been really way out by trying a port tack, or barging if it is the other end of the line, he has a tendency to feel that he is a victim of circumstances beyond his control and he's not going to spend the time and money that he has spent coming to the regatta and then drop out because, with boats on all sides of him, he bumped someone. While this isn't a correct interpretation of the racing rules, I believe it is a fairly standard train of thought, and if not commendable, at least understandable.

As to tactics in a case like this, I believe it is best to be conservative and stay well behind the big push. One or two boats may make good starts, but the chances are they have been loafing on the line and are therefore not going too fast, and will be passed shortly by boats going fast with clear air, coming from a poorer place on the line. At Atlanta, there was a farther advantage to staying away from the committee boat, although at a big cost in position, because the starboard tack ran you aground in a very short distance, and trying to get off that shore was brutal.

STOWING FIBERGLAS BOATS

Bob La Scala of Kansas City suggests an article on stowing fiberglass boats. Glass boats should be left on a trailer only if the keel and chine are well supported. Any load in the middle of the bottom will cause a hollow place to develop. I believe it is best to support with solid blocks at the keel and chine instead of padded bolsters. If you have already developed some hollow spots, support the boat properly and try to push out the hollow place by pushing from inside.


JOE RAMEL'S REPLY

How can I argue with Joe when he says to read SSBR, get practice in light air, and sail confidently? He might have added "Don't sail like an idiot", which I am afraid all of us do on occasion when conditions don't suit us.

DISTRICT 2 HOSPITALITY

The San Antonio Regatta ended as every regatta in the district has this year - home town boys couldn't make good! Louis Nelms, Bill Kilpatrick, Warren Castle, Jimmy Zars, Bob Harding, and I all won two or more regattas in the district in 1962, but nobody won at home. We're real hospitable people out here in the plains. Come sail with us next year!

When the statistics are with you, the chances are the Law of Averages is getting ready to give you the Business.




Jiffy Jib Jam

THE ULTIMATE IN JIB SHEET CONTROL

For the skipper who knows speed and efficiency in sail trimming is a prime requisite towards winning races.

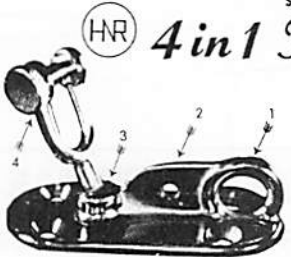
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- Your crew can hike-out with the jib sheet as support without it coming unjammed.
- No more fumbling and aiming for narrow openings as found on ordinary cleats. Simply pass the sheet over the tube anywhere on its entire length of 3½". Sheet automatically slides up the tube engaging the cam and is held positively and firmly in the desired position.
- Double acting cam works both ways, port or starboard tack. Only the one fitting necessary.
- Releases instantly with a simple flip of the wrist. Saves precious seconds every time you tack. The crew can be hiking-out immediately after tacking rather than still leaning inboard trying to get that turn around the winch.
- Chrome plated bronze alloy, comes complete with screws for mounting on aft end of centreboard box.
- Suitable for all racing classes in which the jib is trimmed manually and where a 1/4", 5/16" or 3/8" dia. sheet is used.

BALL-JOINT SUSPENSION NOW COMES TO
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4 in 1 Forestay Fitting

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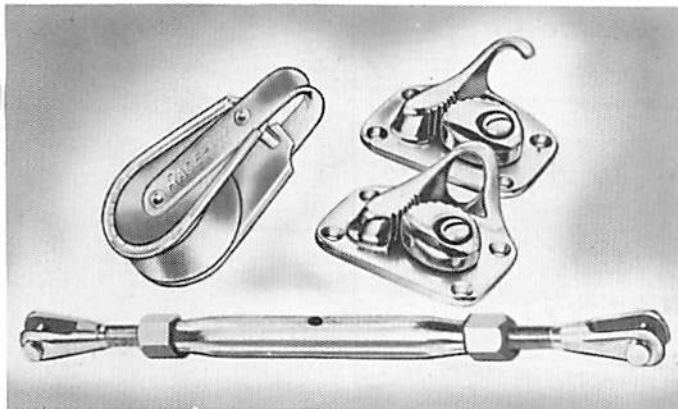
- 1 Convenient mooring eye, takes up to ½" diameter rope.
- 2 Forestay anchorage hole for jaw type rigging terminal.
- 3 Ball-joint swivel for jib tack allows the jib to swivel freely, eliminating wrinkles in foot of sail when reaching or running. Gives your jib the efficiency it was designed to deliver.
- 4 Fast jib tack attachment with no-lose pin. Nothing to drop overboard.

Made of tough bronze alloy, chrome plated. 3" long, 1¼" wide and weighs but 3 ounces. Comes complete with four chromed bolts with nuts for fastening thru the deck.

WHAT'S NEW?



FASTEST 65 FOOTER AFLOAT! In case you are getting fed up with your Snipe and are thinking of switching to something else, perhaps you might be interested in this little job offered by the Calderone Enterprises of Long Island. This Schertel-Sachsenberg designed hydrofoil is constructed in the United States and will carry 60 passengers at 32-40 knots (depending on sea conditions; fuel consumption at cruising speed averages 40 g. p.h. feeding a dependable 1350 h. p. Mercedes-Benz diesel. They claim simplicity of operation results in great economic advantages over current water transportation - and you can have it all for \$325,000.00. For real thrills in a life on the water, get one of these along with your new Flying Dutchman!



MOST SMALL BOAT RACING SKIPPERS NOW RELY ON STAINLESS STEEL - The popularity of Stainless Steel Marine Hardware is growing by "leaps and bounds" according to the E. F. Griffiths Co. The light weight, advanced styling, and exceptional dependability of such hardware is highly favored by all sailors. Their RACE-LITE line, specifically designed for rigging many one-design class boats is complete, now including racing blocks in sizes 3/16" through 1/2" line, tubular streamlined designed turnbuckles for wire rope 1/16" through 3/16" diameter, and a wide selection of jam cleats. Free literature is available at Griffiths Co., 346 E. Walnut Lane, Philadelphia 44, Pa.

NEW IDEAS IN ALUMINUM MASTS - Olympic Boats of London announces that they are making both a cheaper aluminum mast and a 1" x 4" boom. The mast is filled with Styrofoam to deaden sound and give buoyancy with the halliards running up the centre. These products are especially designed to give less sideways bending and include sheaves, goosenecks, and shroud attachments. See their ad in the classified column for prices, etc.

Jack Holt of London has also developed a new metal mast made in two halves whereby the section can easily be changed without going to the requirement of expensive dies. It likewise will float and is sound proofed to rigging, etc.

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DEXTER and LINDA THEDE



WINNERS

1st Place - Slausen Memorial

1st Place - Halloween Regatta

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SAILAND CONGRATULATES

JOHN CALL, Jr., and A. PAYNE

2nd Place - Halloween Regatta

SAILING AN IRISH FIBERGLASS SNIPE

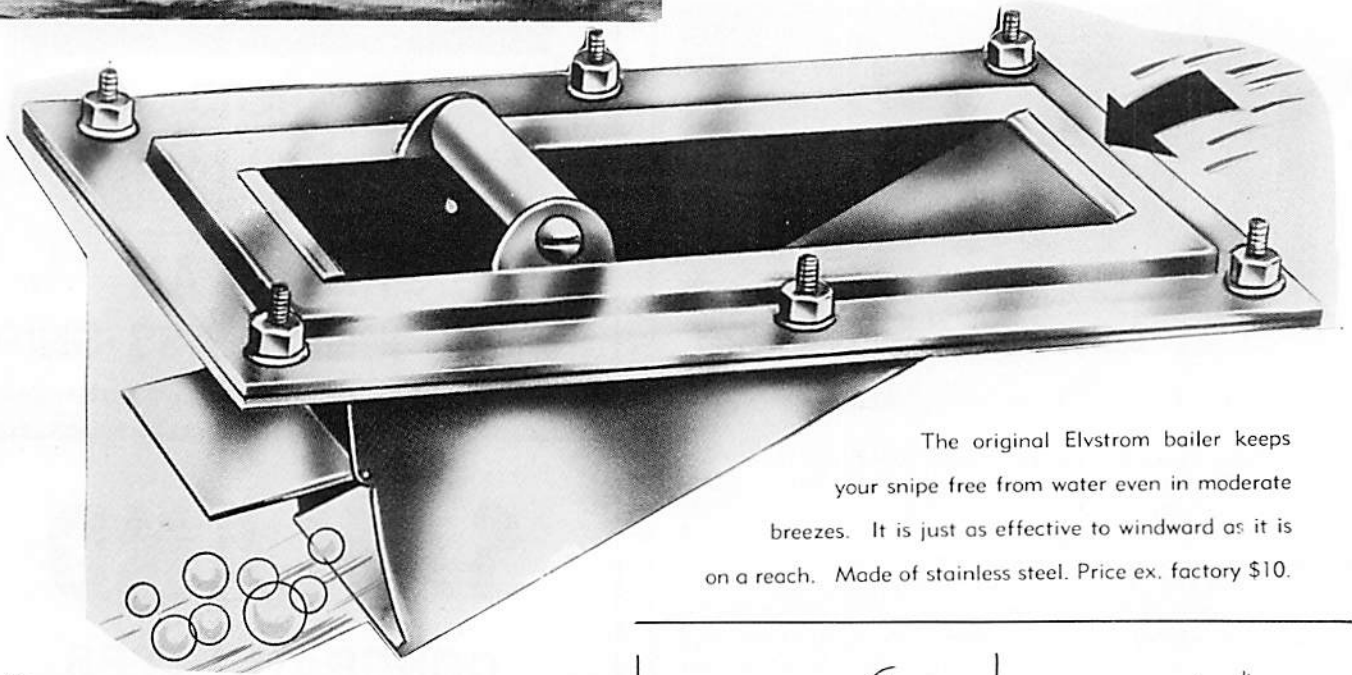
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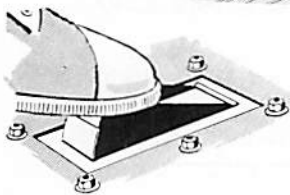
1959 World Championship



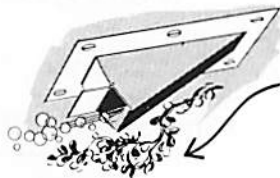
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The original Elvstrom bailer keeps your snipe free from water even in moderate breezes. It is just as effective to windward as it is on a reach. Made of stainless steel. Price ex. factory \$10.



It can be opened with the foot. Easy to fix even in plastic hulls. Instructions included.



It cannot pick up weed and draws lots of air under the boat's bottom.



Easily closed with one finger. When boat stops, the non-return flap will close automatically.



The bailer will not be damaged if you should forget to close it before taking boat ashore.

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Why not try an ad here for only five cents a word, at a minimum charge of \$2.00? RESULTS WILL BE GOOD!

WANTED: VARALYAY SNIPE HULL for racing. Preferably in 7000 or 8000 series. Mast, boom, sails, and trailer are not essential to close deal. Please contact: Bruce Colyer, c/o Palm Beach Ferry, Inc., Flagler & 1st, West Palm Beach, Fla. Phone 582 - 7679.

FOR SALE: "Olympic" finest quality dacron Snipe sails with satisfaction guaranteed for \$78.00; aluminum mast \$74.00; aluminum boom 1" x 4" \$22.00; trailer \$104.00; self bailer \$4.00. Decked all glass fibre Snipe hulls, built-in buoyancy \$44.00. Olympic Boats, 220 Hither Green Lane, London S. E. 13, England.

FOR SALE: VARALYAY 11771. Won Pacific Coast Championship, Mid-States, plus many others. Almost new sails. Price is \$1250.00 fully equipped less trailer. Will be available for Mid-Winters at Clearwater, Florida. Lanny Coon, at General Delivery, Miami Beach, Florida.

BRITISH BUILT GLASS FIBRE SNIPEs - Wooden decks and trim. Three built-in buoyancy compartments. Deluxe version only \$677.00 complete ex. works ex. sails. Approximate freight rate \$120.00 to \$150.00. All Snipe fittings supplied.

CATALOGUES ON REQUEST

A fresh trading arrangement between Lockyear Boatbuilders and T & M (SEAGEAR) Ltd., will ensure an even quicker delivery. Lockyear Boatbuilders, Crow Hill, Broadstairs, Kent, England.

FOR SALE: TWO SUITS WATTS DACRON SAILS - one light wind used very little; one medium, still competitive - \$65.00 per suit. John W. Fowler, 610 Falls Bldg., Memphis, Tennessee. Phone JA 6-7313.

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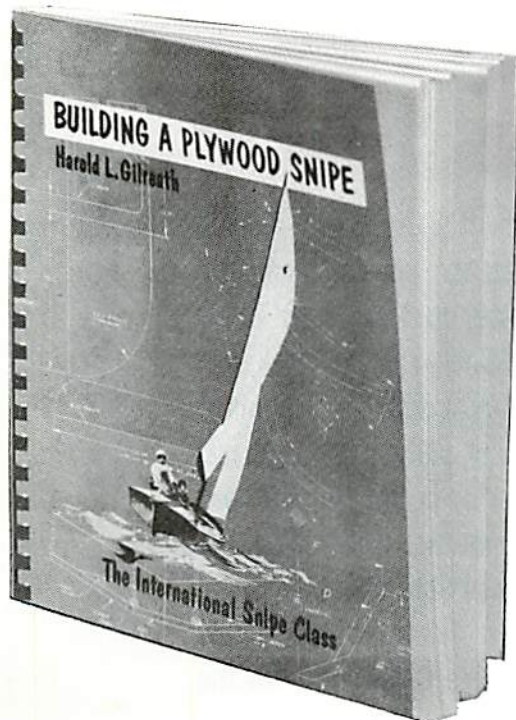
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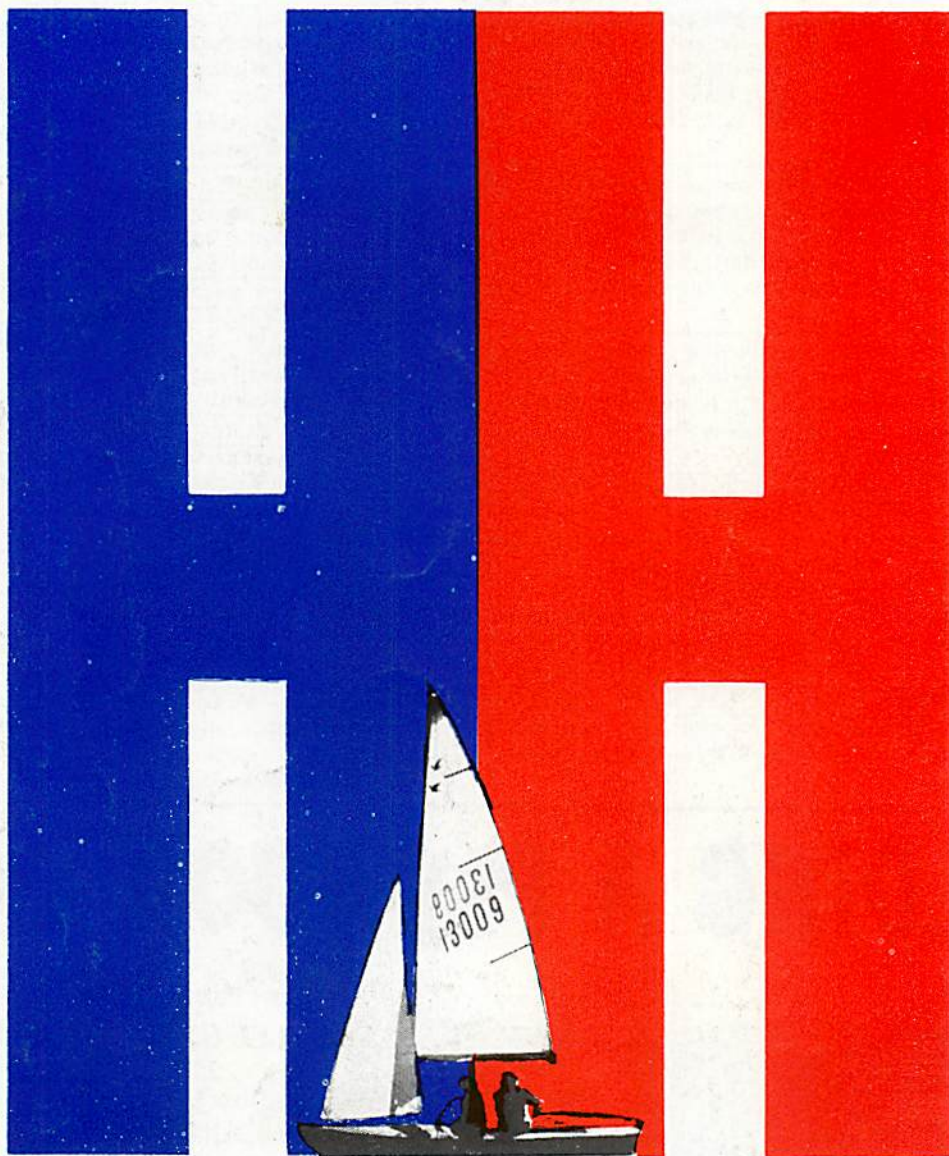
This long-awaited booklet is available only through the International Snipe Class at the present time and costs \$7.95 postpaid.

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