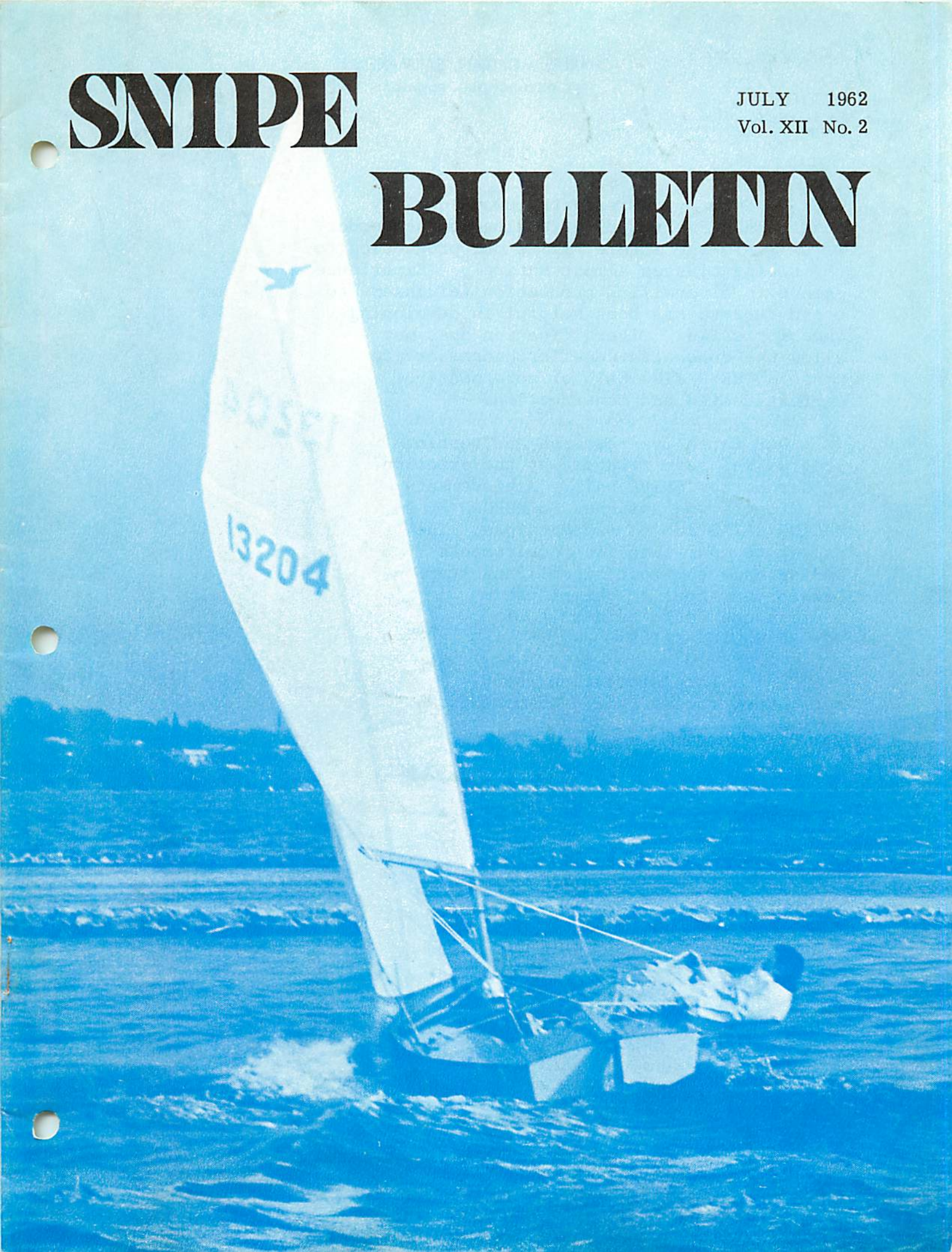


# SNUIPE

JULY 1962

Vol. XII No. 2

# BULLETIN



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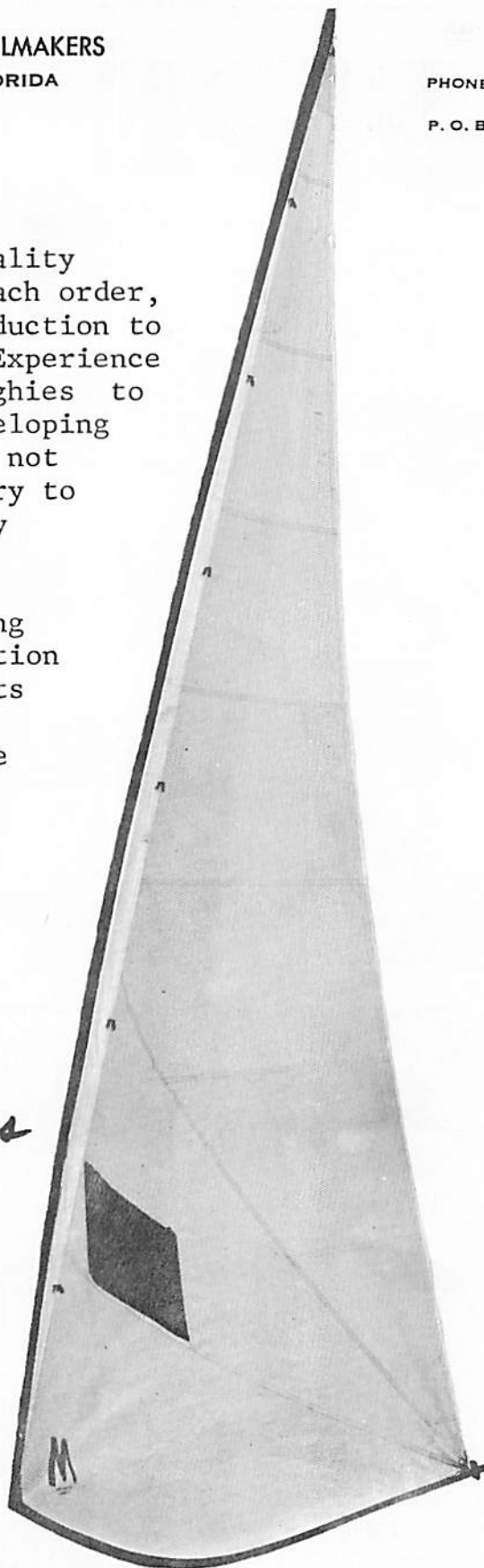
1<sup>st</sup> \* \* \*  
1<sup>st</sup> '62 FLORIDA CHAMPS

1<sup>st</sup> & 2<sup>nd</sup> MID-WINTER  
CHAMPS '62

\* \* \*

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As Others See It

## Voice Of The People

### LATE NEWS FROM POLAND FAIR

"Immediately upon receiving your letter asking that I offer the services of the Polish Snipe sailors in assisting with setting up the display of the Lofland Snipe at the Trade Fair, I went to see Mr. Buell, the First Secretary of the U. S. Embassy in Warsaw.

Mr. Buell, who happens to be a sailor himself, knew all about the display of SNIPE at the Poznan Fair, as well as the International Regatta which will be held on Kliekrz Lake, 13 km from Poznan on June 14-17. He suggested that I might kill two birds with one stone and he arranged for me to meet Mr. Kilby, in charge of the display, and help him set up the Snipe and then he suggested that afterwards I could sail the Lofland Snipe in the regatta.

Of course, I will be sailing for Poland, but at the same time, the viewers at the regatta will see YOUR U. S. SNIPE in action.

At the end of the regatta, a trailer will return the Snipe to Poland for shipment to Greece.

And so, this is what I shall do! "

— Stefan Wysocki  
National Secretary for Poland

### MORE SNIPE ACTIVITY IN ITALY

"I am most pleased to inform you that, owing to the intervention of this office, the SNIPE, together with the STAR and FINN, has been included in the sailing races of the "Giochi del Mediterraneo" to be held in Naples in September 1963."

— Marsilio Vidulich  
National Secretary for Italy.

### DISTRICT RACES NOT ENOUGH

"We have a new boat ordered for our fleet, which should bring up up to 20 by time of the Nationals. We also can't find much good to say about Fred Pember's proposal to change the Nationals. There might be some solution to his objections, but that doesn't look like it. We feel it puts too much pressure on people if all their eggs are in the District Regatta basket. We are of the opinion that consistent sailing over the year should continue to have more weight than the performance in a three-race series. At least, this is my opinion."

— Herb Shear  
San Diego, Calif.

### DISTRICT RACES SHOULD BE REGULATED NATIONALLY

"Under the proposal, all entries to the Nationals would have very little time to make their plans to attend the Nationals, and this I believe to be very poor.

Since the formula depends on the District results, the Districts would have to be nationally regulated; that is, to make sure the Districts give the skippers a chance to show their real ability - not just a 3-race regatta on a small lake somewhere under poor conditions.

And they must also be regulated as to any eliminations, etc., so that they are all alike, because this affects the total entries, which in turn affects the entries in the Nationals allowed from each district. Presently, one district could allow anyone to compete in their championships, while another could hold down entries, like now done in District 3. This might allow a smaller district to get more than their rightful share of participation in the Nationals."

— Nate Whiteside  
Chicago, Ill.

### THIS SAILOR IS SOLD ON SNIPE

"Sometime last year I sent in a couple of dollars for the BULLETIN, which I have enjoyed reading very much. I have yet to buy a Snipe of my own, but hope to do so in the near future. Please continue to send the BULLETIN.

The Snipe seems to be more popular than ever, which is certainly a good recommendation for its sound design and strong class rules and organization. Thanks again for an interesting publication and fine boat - and I hope I can call myself an owner before the year is out."

CDR R. C. Bartlett, Jr., U. S. N.

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

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### The Cover

FIGHTIN' UPWIND! Most hiking pictures show an approaching boat, or the way it looks to the sailor watching his fierce competitors rush down on him. But this one of Jackson Cummings and Dave Cooper taken at the Northeastern Regatta shows how it looks to most of us as we watch the formidable leaders show us how as they sail on to victory.

Photo by Stevenson Studios.

## THE SCORE

Numbered SNIPES — 13930

Chartered Fleets — 553

Averaging about 3 new Snipes a day, the total for the last 30 day period is 92 new boats, thus accounting for most of the 116 needed to surpass our record yearly total of 621 set last year. 24 new ones needed and 3 months left of the fiscal year to get them in, so now bets have changes to how large will the number be this year? Looks like it will be high, for demand for Snipes is strong all over the world. Of the 92 numbers just issued, 40 went to the U. S., 12 to Canada, 10 each to Brazil, Sweden, and Switzerland, 2 to Portugal, 2 to Portugese East Africa, and 1 to Colombia.

During the same period, 5 new fleets were chartered.

Charter 549 went to the Borens Snipe Fleet at Motala, Sweden, which brings the total number of Swedish fleets up to 10, for at the same time, the Helsingborg group moved to a small harbour north of Helsingborg called Viken and started their own club. They re-activated their old Charter 324 for the Viken

Finland chartered three new fleets as follows:

Tampere Fleet 550 - This fleet, starting with 7 boats all under work and recently measured, will be the first inland fleet in Finland. Tampere, second largest city, is an industrial center of 125,000 people.

Mantta Fleet 551 - FC Keil Gastrin's alert work in a short period of time convinced some friends that they should acquire Snipes and have some summer fun on local lakes. He got six!

Hamina Fleet 552 - Hamina is a garrison town of 10,000 inhabitants quite close to Kotka and once again, Kotka FC Keijo Matto gets credit for a good job of organizing his good neighbors. They start with 7 Snipes, 5 of them brand new.

Aydan Koral's hope that "Snipes will prosper in Turkey like in old times" seems to be stirring soem activity, for 4 newboats joining with an older one have formed the Izmir Fleet 553. That makes 3 official fleets for Turkey and they also hope to send a representative to the European Championship in Spain in Sept.

TWO FLASH ITEMS - (1) At this date, it appears the SCIRA annual meeting at Seattle will be postponed to a later date due to the lack of a quorum of the Board of Governors. The general meeting will be held as scheduled. (2) **THIS IS THE LAST BULLETIN YOU WILL RECEIVE IF YOUR 1962 DUES ARE NOT PAID UP. WE'LL ALL BE SORRY IF YOU DON'T GET ON BOARD!**

## "DO NOT CHANGE NATIONALS"

A REBUTTAL PRESENTED BY CARL ZIMMERMAN

The following discussion is a result of Fred Pember's article "Drastic Revision of U. S. National Championship Regatta" published in the May 1962 BULLETIN. We should be glad that Mr. Pember has brought the matter up, for there have been discussions on this subject from time to time (resulting in the evolution of the National Regatta to its present form) and thorough discussion now should prove beneficial.

First, why was this suggestion made? The only reason given in the BULLETIN is that the experience of the Race Committee Chairman at the 1961 Old Saybrook Regatta convinced him that "something must be done to keep the event from becoming unwieldy and tiresome", which, as stated in the BULLETIN, was in line with previous suggestions made in 1959.

Several questions come up in this regard:

(1) Were there unusual features of the 1961 and 1959 regattas as compared with other National Championship Regattas?

(2) Should a drastic change be made mainly on the experience at the 1961 Regatta?

(3) "Unwieldy and tiresome" to whom? The Race Committee, the sailors, or both?

(4) Can the work of the Race Committee be simplified and/or reduced?

(5) Are the drastic revisions suggested (eliminate Crosby and Wells Series; Qualify all entries at the District level; increase Heinzerling entries from 24 to 40) of advantage or disadvantage to the U. S. Snipe Class?

Now I will attempt to answer my own questions:

(1) Unusual features of the 1961 and 1959 Regattas.

The 1961 Old Saybrook Regatta (57 boats) was sailed in very bad combinations of "drifter" winds and heavy tides. As a result, courses were difficult and time consuming to figure out and the combination of light wind and cross tide in some races led to badly unbalanced windward legs. About 20 boats, including a large number of top skippers, hit buoys. Although the top three winners in the Heinzerling Series could not be called an upset, there were upsets as evidenced by the fact that three former National Champions failed to make the Heinzerling Series.

In regard to the 1959 Ft. Gibson Regatta (64 boats), the Sept. 1959 BULLETIN states "--in the unanimous opinion of all, this was probably the most successful and efficiently run National event ever held." (How enthusiastic can you get?). Also, "--all races were run as scheduled with no postponements or cancellations, really a remarkable accomplishment." Experience at 15 National Regattas since 1942 indicates that special mention should also be given to Peoria 1957 (65 boats), Green Lake 1952 (55 boats), all the Chautauqua series 1946 (37 boats) 1949 (46 boats), and 1958 (78 boats). In fact, all the other National regattas were well conducted and deserve great appreciation and thanks.

(2) It does not seem that any changes should be made for conducting future National Championship Regattas based on the experiences at Old Saybrook. The Rules (Rule Book page 189 1 (a) already states that "The course should be laid out on a body of water where there will be little or no effect from tides." Of course, if there had been appreciable wind velocities for this regatta, the tide effects would have been greatly reduced.

The only conclusions that can be drawn from the 1959 Ft. Gibson Regatta is that it emphasizes what the other National Regattas have demonstrated, i. e. sizable numbers of boats in qualified locations can be very efficiently and expeditiously handled with the present system. If the Race Committee Chairmen are overburdened, their work can possibly be simplified a little and their duties spread out so that one man does not have too much to do.

(3) Unwieldy and tiresome to whom?

From the above it can be noted that there was ample reason for the RC at the 1961 Regatta to feel that the event was unwieldy and tiresome, and also that the other National Championship Regattas, not having the unusual and very difficult conditions

(Continued top Page 6 - 2nd. Column)

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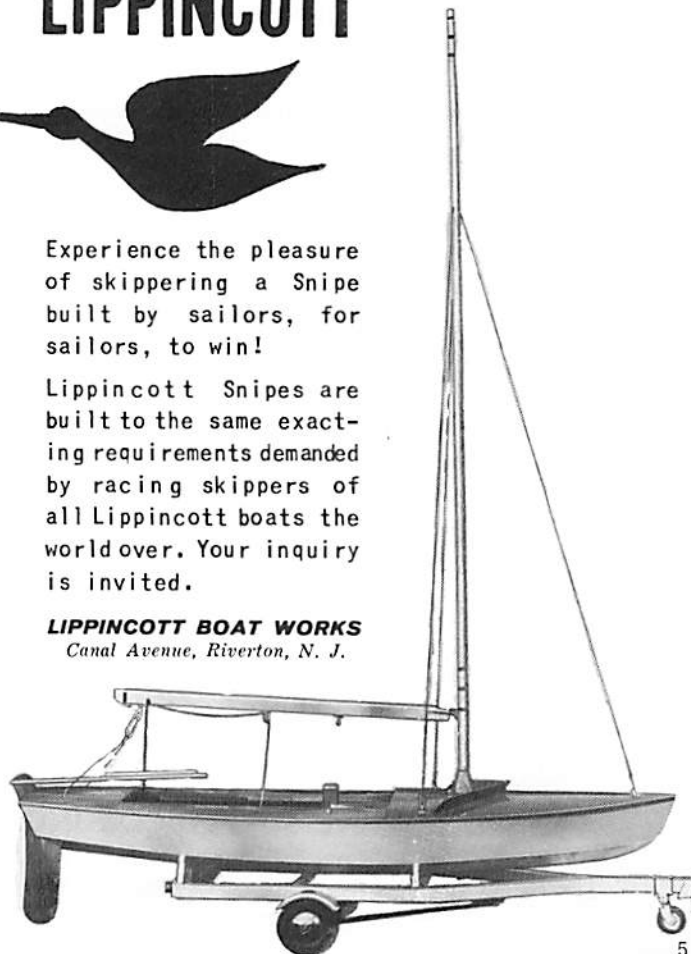
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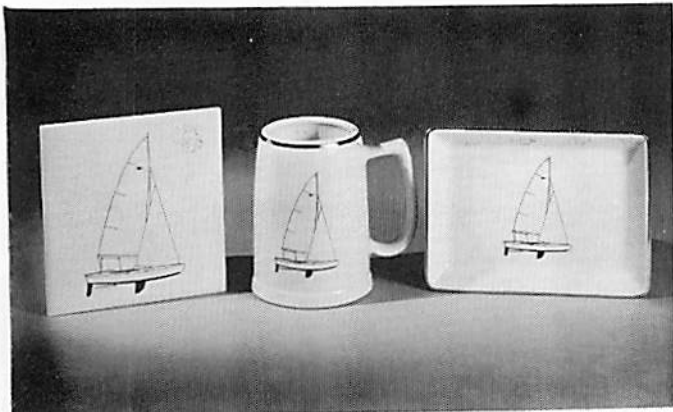
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(DO NOT CHANGE NATIONALS from Page 5)

found at Old Saybrook, were all efficiently and expeditiously conducted, including the 1958 Regatta where 78 boats competed. As mentioned above, if the work of the RC is too difficult, it can perhaps be simplified and the duties spread out to others.

"Unwieldy and tiresome" to the sailors? We love to race, don't we? A week of steady racing! Let's get going!

But there is a serious point here. Suppose the races are long and tough (wind and waves) and bad enough to definitely separate the "men from the boys" (physically: not referring to age). Is that bad? The main objective of the races is to determine the best team to send to an international world competition where there will be 17 to 20 or more crews from as many different countries, and our representative at this regatta should be a pair who can give top performance in 7 races in any kind of weather that Snipes can sail in. Top physical condition is an absolute necessity. At the International at Rye, the first 5 races were sailed in very tough conditions. The U. S. team won the 4th race and was 3rd in the fifth race. Not only did they use the extreme hiking method for the beats, but added a rhythmic back-and-forth movement. (Try that yourself for 20 or 30 minutes!) Sailing back to the club after the 7th race, did the winning Brazilians show signs of fatigue? They were hiking out all the way in 10-12 mph winds just for the fun of it!

(4) Can the work of the RC be reduced?

The answer is probably YES and this problem should probably be referred to the Rules Committee. The writer has a few suggestions which may have been used before, but will be presented in a later article.

(5) Are the drastic revisions suggested of advantage or disadvantage to the Snipe Class?

A key point in this regard is whether we should stay with the present number of boats attending the Nationals (30 to 40 on the West Coast - 60 to 80 in the central and east U. S.) or should the number be limited to about 40. If the only objective of the Regatta were to determine the National Snipe Champion, 40 boats would be a good number (discussed further on), but there is another use of the Regatta which is of definite value. It is regarded as a convention of Snipe sailors in the country. Many have mentioned that the Snipe Class would not be the outstanding successful organization it is today if the National Championship had been limited to a small number in attendance. (This is probably an exaggeration of its importance, but it indicates the high regard for the Nationals held by the members. Skippers in individual clubs on the ragged edge of not qualifying are generally badly worried that they will not make it. In most every case, these skippers have practically no chance to win the prize, but they want badly to go, to compete, to see the winning boats and skippers, to see and talk to old friends, to attend the open meeting — in short, to be part of the show.

There are, therefore, definite advantages in having a large-attended National Regatta. In addition, large numbers have a publicity value and are also advantageous if additional funds can be collected locally to handle the regatta.

In regard to increasing the Heinzerling Series from 24 to 40, a better move from the standpoint of the best method of being sure to determine correctly the top Snipe skipper would be to hold an elimination series and reduce the final series to 16 or 18, but this has been thrashed out before and 24 boats decided upon. 40 boats in the Heinzerling would result in too much interference on the starting line, increased tendency for fouls, and, especially where a number of boats and skippers have very similar speeds and abilities, small differences in the luck of these skippers in such a large number of racers would often result in different winners than would be the case with a smaller number racing.

Based on the above, it seems we should stay with the present numbers attending the Nationals and, therefore, we should also keep the Crosby and Wells Series. There is also advantage in having these two extra events in that more prizes are given to more sailors — and everybody is happy!

Regarding the recommendation to qualify all entries at the district level, the districts furthest from the regatta would be likely to qualify more than would go to the regatta, and those

(Concluded Page 14 bottom 2nd Column)

# -ITALIAN TEAM WINS SPANISH REGATTA-



ABOVE - The President of the Royal Nautical Club with some of the authorities of Valencia. Among them, on the extreme right, the Lord Mayor, the donator of the Gran Trofeo Valencia, during the speech at the presentation of trophies.

RIGHT - Champions Mino Dellacasa (right) and Raffaele Scognamiglio of Italy wear smiles of triumph while holding the "GRAN TROFEO VALENCIA:"

The Snipe Regatta for the "Gran Trofeo Valencia" took place in the Bay of Valencia on Apr. 29-30 and May 1st. It was organized by the Fleet of the Royal Nautical Club and patronized by the Town Council of this Valencian Capital.

This year, the Gran Trofeo Valencia was divided into four races will all 4 to be counted, but owing to the decision of the Committee, the second race was suspended because of meteorologic conditions.

In the first race on the morning of the 28th, first away and into the lead was "Mijares" skippered by Navarro Canuto of the Nautical Commission of the Region Aerea de Lavante. This position was maintained by him around the first lap of the triangular course, but on reaching the end of this run, he was overtaken by the Italian, Mino Dellacasa, and he fell back into 2nd place. The Swiss, Eugene Patry, made a hard effort to pass him, and eventually did so in the final lap; therefore the finish was Dellacasa, Patry, and Canuto.

The 2nd race (noted as 3rd on the programme) was sailed by 32 boats on the 30th with the top winners being as in the first race - Dellacasa and Patry. Canuto got a 5th.

The 3rd and last race was held on the 1st and once again was won by an unbeatable champion, Mino Dellacasa, gaining his objective by demonstrated merit. On the first lap, the leaders were Dellacasa followed by Belles of the Nautical Club of Castellon, Patry of Switzerland, and Braquehais of the R. N. Club of Valencia. This formation was broken up on the 2nd stretch and it divided into 2 groups, the first being Dellacasa and Patry and the second, Canuto and Braquehais. It was a pity that the Gallego brothers had the misfortune to damage their rudder on rounding the first lap while in 6th position, and they had to withdraw from the race.

These are brief impressions of the sporting events; as for the organizations such as the social acts, we believe that the Organizing Committee of this regatta should be very pleased with themselves. It even seemed that the weather desired that the regattas were full of splendour, bestowing them with light breezes - perhaps a little fresher on the last day - these being characteristic of this region. Briefly noting the entertainments offered to the participants: starting with the traditional welcome cocktails on the 28th, followed by a dinner in the Royal Gardens, a lunch in the Forest House of Dehesa at Saler and unfortunately coming to an end with the Gala Dinner, presided over by all the

authorities of Valencia, where the presentation of the cups was held. All the details were carefully planned, the Committee receiving for the motive the congratulations of all the participants and their promises to assist in the coming year's regattas, which, of course, was the biggest satisfaction that the Organizers could receive.

## FINAL RESULTS - GRAN TROFEO VALENCIA REGATTA

Bay of Valencia - Apr. 29-30, May 1, 1962

BOAT	SKIPPER - CREW	CLUB	RACES	1	2	3	PTS.	FIN.
9193	Dellacasa-Scognamiglio	Geno (Italia)	1	1	1		4800	1
12890	Patry-Devard	Geneve (Switzerland)	2	2	2		4563	2
10712	Navarro Canuto-Barrrios	B.H.Valencia(Spain)	3	5	4		4109	3
8895	Braquehais-Elio	RNC Valencia	5	4	5		3961	4
11414	Alfaro-Garcia	RNC Valencia	6	9	8		3338	5
12272	Blomkvist-Kraft	Rockneby (Sweden)	15	3	7		3276	6
12045	Belles-Vido	N.C.Castellon	9	15	3		3144	7
8882	Abaldalejo-Pasquin	B.H. Valencia	4	11	20		2710	8
1276	Balaguer-Fernandez	RNC Valencia	11	14	12		2470	9
11640	Hermanos Gallego	NC Madrid	7	7	DNF		2433	10
1238	Mas-Morell	BN Baleares	12	16	11		2366	11
1189	Pasquin-Matinez	AG San Javier	17	10	13		2321	12
1190	Cendral-Perez	AG San Javier	22	6	14		2315	13
11228	Alonso-Lorente	RNC Valencia	10	13	18		2274	14
1266	Grau-Visiers	RNC Barcelona	8	20	16		2155	15
12046	Briones-Dols	NC Castellon	16	19	9		2133	16
11537	Lluesma and Son	RNC Valencia	18	18	10		2019	17
12049	Lopes Doriga-Redondo	NC Madrid	19	12	17		1901	18
7281	Mas-Arlandis	RNC Valencia	21	8	23		1813	19
10475	Colomina-Colomina	NC Castellon	DSQ	22	6		1650	20
1640	Galvez-Canero Brothers	RNC Valencia	20	21	15		1517	21
11642	Diaz-Ibernon	BH Valencia	13	30	19		1389	22
11641	Cortina-Gasco	M.Abra-Bilbao	27	23	21		920	23
7297	Garcia-Catala	RNC Valencia	24	26	24		803	24
11727	Alonso-Miss Alonso	RNC Valencia	31	17	DNF		797	25
1277	Munoz-Galves-Canero	RNC Valencia	26	24	25		770	26
12047	Bedia-Folch	NC Castellon	23	DSQ	22		766	27
12043	Armada-Ribo	RNC Vigo	14	DNF	DNF		729	28
7300	Misol-Ordeig	RNC Valencia	29	29	26		513	29
8781	Benet-Galves-Canero	RNC Valencia	25	25	DNF		512	30
9781	Rocamora-Galvez	RNC Valencia	30	28	27		486	31
13068	Rattier-Ballini	Paris (France)	28	27	DNF		486	32

## SOME MAJOR EUROPEAN REGATTA DATES

July 25-30	National Championship of France - St. Servan
July 25-Aug. 2	Semaine Internationale de Genève - Switzerland
Aug. 5-10	Regates Internationales de Cascais -Portugal
Aug. 24-27	3rd Copa tres Naciones - San Sebastian, Spain
Sept. 3-9	SNIPER CHAMPIONSHIP OF EUROPE -Palma de Majorque
Sept. 15-16	Régates Internationales -Trieste, Italy
Oct. 6-7	6th International Paris Regatta - France
Nov. 9 -11	7th Mediterranee Championship - Alger



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*SS Rumblings* by *John R. Jenks*



"TO LUFF - OR NOT TO LUFF" may be a technically involved question. However, in a discussion the other night with a group of San Francisco Bay Snipe skippers, it was agreed that generally there is too much luffing, especially by inexperienced skippers, which only results in loss of places for both boats involved. We brought out the point, for instance, that in the Nationals each year, especially in the Heinzerling Series where you see the more experienced skippers sailing, it's seldom that you observe any significant sustained luffing. I still remember my first experience of sailing in the Nationals when at Long Beach in 1956 I came sailing up from astern of "Old Master" Wells on a reach and, passing him close to windward with no attempt on Ted's part to prevent me from doing so with even a token luff, which is what I had come to expect from my experience in local regattas. I've since come to appreciate why the top skipper like Ted Wells seldom becomes involved in serious luffing.

First, take an overtaking boat on a windward leg of the course. If you're close enough to the overtaken boat that a luff on his part would do any good, you're most unlikely to pass the boat to windward even if you're faster simply because of the wind dynamics involved. The only satisfactory defense for the overtaken boat in this situation is to keep his boat moving and if the overtaker wants to pass, his only alternative is to duck your stern and try getting free wind and work out from under (I have previously commented that Harry Levinson, National Champ for the past two years, is a real master of this maneuver).

Most luffing, though, takes place on reaching legs of the course. Here the problem is complicated by the fact that a faster overtaking boat can go right by close to windward as the wind dynamics are not much of a factor in preventing this. On the other hand, most sustained luffing on the part of the slower, overtaken boat only results in both boats dropping back a few places and the faster boat probably getting to the reaching mark first anyway. As a general rule, unless there are special circumstances, such as being in the last race of the regatta and needing to stay ahead of one particular boat in order to win, it just doesn't pay to chase another boat to shore and lose half of the fleet in the process. If the other boat is faster, he'll probably pass you anyway and the time wasted on a luffing match could probably better be spent figuring out how to "take him" on the next windward leg.

On the run, much the same principles apply as for the reaching leg. If the run is directly downwind the problem becomes less complicated because of the possibilities of jibing over onto the opposite tack to protect clear air, but in any case, needless time spent on luffing usually doesn't do either boat any good.

Now, there are many obvious exceptions to the above discussion. For instance, to protect a favored position when approaching a mark, a good stiff luff to show you mean business may be just the "ticket", but only when the luff is not sustained to the point where distance is given up on the leaders or boats behind.



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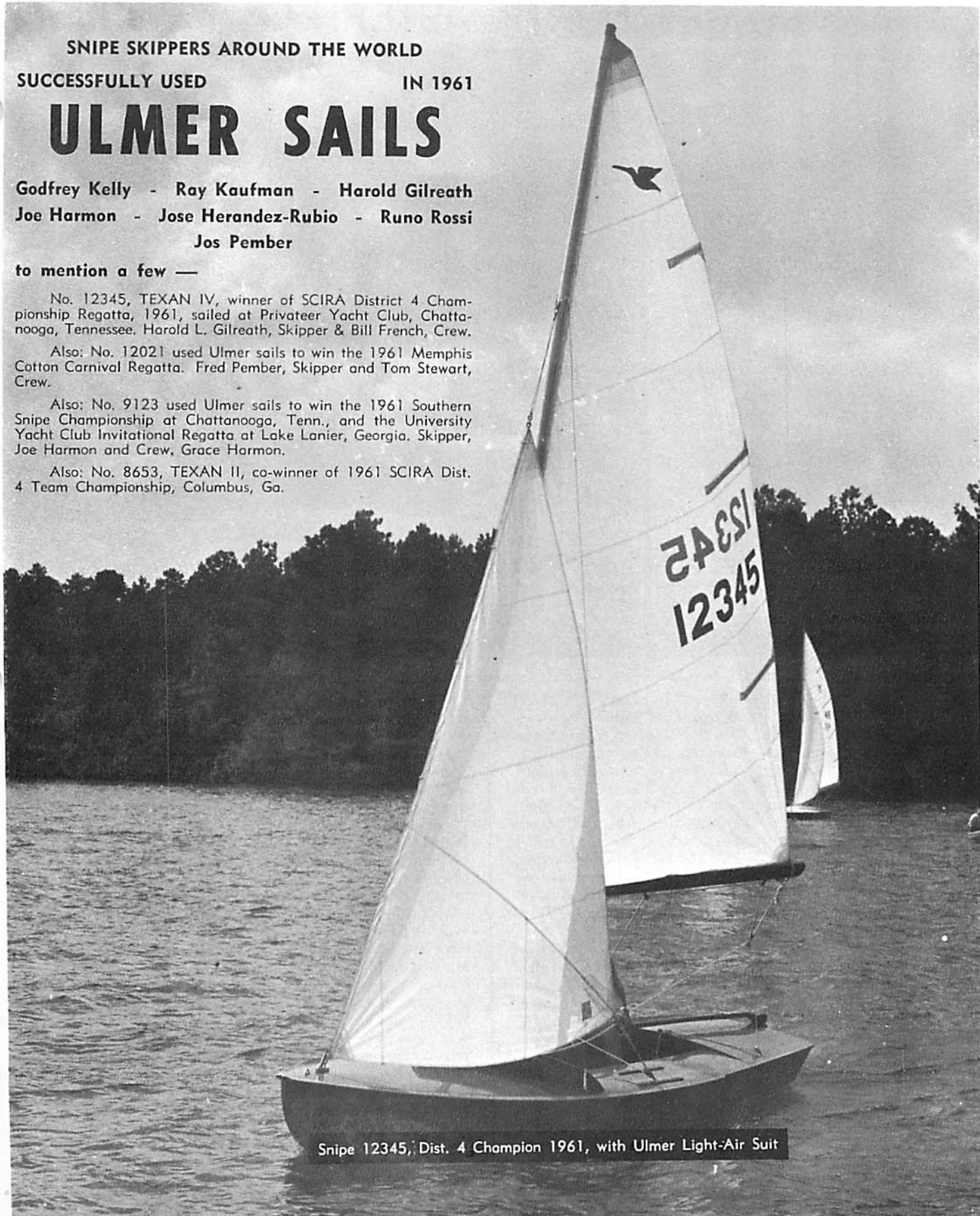
to mention a few —

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 Champion 1961, with Ulmer Light-Air Suit



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# CANADIANS GET NORTHEASTERN CHAMPIONSHIP



START OF THE SECOND RACE - John Glenn (1087) just missed starting mark. Van Deusen (11664) was over the line.

Doug Keary of the Oakville Yacht Squadron Fleet 321 of Oakville, Ontario, Canada, with his wife, Sherry, as crew, came through the three races of the Northeastern Snipe Championship Regatta with the most consistent sailing record to take the Northeastern Trophy in its first time in competition.

Keary with a 7th and 2nd in the first 2 races led Harry Levinson, U. S. National Champion of Indianapolis, and clubmate Howie Richards, who were tied for 5th place with a 1st and 14th each going into the last race, and just hung on to come in with a 7th to win the big prize and the Gold Medals. Levinson got a 3rd in the last race to take the Second Place Trophy and the Silver medals, while Richards, after being stopped dead on the finish line and allowing 3 boats to pass him, got a 4th for Third Place Trophy and the Bronze Medals.

31 of the hottest Snipers from Northeastern United States and Canada were on hand at the Onondaga Yacht Club for the first running of the regatta and were treated to some unusual events and exciting racing. 3 races were scheduled and races started with a howling north-east wind getting up to 30 mph and ending Sunday with a whispering north-east drifter. Racing was under the expert direction of Lee Short, former Central N. Y. Sniper.

The first race started as scheduled Saturday A. M. at 11:30 with the wind sweeping diagonally 1 3/4 miles across Onondaga Lake. Harry Levinson with Bill Houghton crewing, found himself all alone on the leeward end of the line and took off around the Olympic type course to leave the fleet completely behind. Dexter Thede with wife Linda as crew, pulled into 2nd place half way up to the first mark, but was never able to close in on Harry. 3rd place was a royal battle between Lee Thompson, Fritzie Gram, Hack Cummings, Tom Legere, Charlie Webster, and Red Garfield. All in this group led each other at one time or another, but it was Gram and his brother Larky who emerged ahead in the final stretch for 3rd. Garfield took a close 4th and Thompson just did nip Cummings by half a boat for 5th. Keary came from 9th place starting the last leg to beat Webster and Legere for 7th place.

With the wind letting up to 10-20 mph, the course was shortened to the minimum 6 mile distance from the previous 8 mile full course. Full sails were hung up, but the wind didn't fade that much and it was a back breaker all the way. Levinson again found himself clear at the mark as the gun fired and after a few hitches up wind, held a slight lead over Thede, Thompson, Cummings, and Legere - all struggling to stay with him.

But it was a sad afternoon for Thede, Levinson, Legere, and their followers. Harry got about half way to the first mark and then took off on a long port tack from the middle toward a big cruiser he evidently thought was the Judge's boat, for the 1st mark. One by one, the fleet went over to port after Levinson except Cummings, who suddenly found himself all alone. But even he panicked eventually and went after the fleet for a short time before becoming convinced that there wasn't any mark where Levinson was headed. Cummings was first to make the mark, but stopped to ask the judge at the mark if it was the mark, which gave the fleet a chance to close the gap. Frank Sachen came roaring in with Bob Vreeland, Richards, and Webster close behind. Cummings held the lead on the next two legs, but was overhauled by Richards at the windward mark. Keary came all the way from 10th to 3rd on the second beat and finally took Cummings at the finish by half a boat with Webster 4th and Vreeland 5th. Thompson, Levinson, and Gram came from way back to finish 13th, 14th, and 15th. Thede pressed his luck too far and flipped on the last downwind leg, filled with water, and had to be towed in. Legere hit the 4th mark and dropped out, thus putting two contenders out of the running.

At the end of the 2 races, it was Keary with 7-2 good for 2677 points and Cummings with 6-3 for 2669 virtually tied for 1st. Garfield was 3rd with 4-7, Webster 4th with 8-4, and Levinson and Richards tied for 5th with 1-14 each. Anyone of the first 4 appeared to be in good position to win with Levinson and Richards not to be counted out.

Saturday night's entertainment began with a cocktail party at Lemoyne Manor and a dinner-dance attended by 175 Snipers,

officials, and Onondaga YC members. Harry Levinson announced there that he and his brother would hold next year's Northeastern Regatta as District 3's host at Wawassee, Indiana. He also stated their plans called for running it on the same weekend or perhaps the week earlier.

Sunday morning rolled around bright and clear with the temperature in the 80s and only a faint flickering breeze from the northeast. After a delay of 1 1/2 hours, it was decided to attempt a race and a 6 mile Olympic course was set. It appeared there was little chance to finishing the first lap within the time limit, let alone the whole course. It also looked like light weather Richards and Levinson were back in the regatta for sure. To make sure Levinson and the rest were able to spot the first mark, a railroad flare was placed on the mark and lit. It was a brilliant idea, but no one could see the mark even though everybody knew it was there. For it turned out the flare had set fire to the flotation and the mark sank. No wonder it couldn't be seen! The situation was discovered at the last moment and a spare mark set, so only the RC was the wiser.

At the gun, Garfield was over the line, Cummings started pulling out up the middle with a nice breeze, and Webster moved out at the windward end. Keary, Richards, and Levinson were buried deep in the fleet, but that didn't last long. Webster ran out of wind first, leaving Cummings coasting out ahead, but then he in turn ran out of wind and was run over by the fleet and never did recover. Webster picked up a new slant which took him to the northeast shore along with Van Deusen leading, with Thompson, Thede, and Hellar following. They were soon joined by Keary and Richards, while Levinson started moving on the 2nd and 3rd legs and at the 4th mark, was in 3rd behind Richards and Van Deusen. Richards led the way around with the pack close behind and with Keary and Webster in 7th and 8th, he looked like the big winner. But suddenly Howie lost his wind and with time running out, Van Deusen, Thede, and Levinson came up the middle to beat him with Van Deusen getting the gun in just 3 minutes

under the time limit. Keary had struggled along just back of the leaders to take 7th place, which was good enough for the overall victory. Levinson's 3rd made him 2nd and Richards was 3rd.

This 1st attempt to hold a top championship regatta in the Northeast was an interesting and important event for many more reasons than racing. It was far better than the average weekend affair and interest shown assures its continuing success.

**1st INTERNATIONAL NORTHEASTERN REGATTA**  
Onondaga Lake - Liverpool, N. Y. - May 26-27, 1962

BOAT	SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
10819	Doug Keary	Oakville, Canada	7	2	7		3833	1
12912	Harry Levinson	Indianapolis, Ind.	1	14	3		3773	2
10547	Howie Richards	Oakville, Canada	14	1	4		3698	3
9020	Lee Thompson	Akron, Ohio	5	13	5		3376	4
3939	Charles Webster	Newport, N.Y.	8	4	12		3299	5
13200	Dexter Thede	Grand Rapids, Mich	2	DNF	2		3142	6
13204	Jack Cummings	Onondaga, N.Y.	6	3	20		3110	7
8570	Red Garfield	Chautauqua, N.Y.	4	7	19		3009	8
11600	Paul Betlem	Newport, N.Y.	10	8	11		2950	9
10375	Marty Hellar	Galway, N.Y.	11	10	10		2822	10
12099	Bob Vreeland	Newport, N.Y.	13	5	15		2756	11
10870	John Glenn	Newport, N.Y.	17	11	6		2701	12
13087	Fritz Gram	Cuba Lake, N.Y.	3	15	17		2695	13
11664	Lee Van Deusen	Onondaga, N.Y.	15	23	1		2600	14
11900	Julie Kroeger	Silver Lake, N.Y.	12	6	23		2390	15
10182	Tom Legere, Jr.	Winchester, Mass.	9	DNF	9		2148	16
7789	Frank Sachen	Onondaga, N.Y.	20	9	22		1826	17
11838	Lee Stuve	Galway, N.Y.	16	22	13		1770	18
8129	Al Jarrett	Oakville, Canada	DNF	16	8		1714	19
10908	Joe Cusimano	Chautauqua, N.Y.	21	17	16		1601	20
11316	Dick Edwards	Cuba Lake, N.Y.	19	25	18		1269	21
11298	B.D. Bedford	Galway, N.Y.	24	28	14		1187	22
7617	Rolf Carlsen	Overboard, L.I.	18	18	DNF		1179	23
13437	Al Blogett	Onondaga, N.Y.	DNF	12	28		1154	24
8459	Harold Lyness	Onondaga, N.Y.	23	20	24		1054	25
11832	Tom Morse	Newport, N.Y.	26	19	26		934	26
11295	Bud Booth	Onondaga, N.Y.	28	21	27		765	27
10202	John DeVore	Onondaga, N.Y.	25	26	25		737	28
11463	Walter Schroth	Chautauqua, N.Y.	DNF	24	21		689	29
12226	John Giddings	Awosting, N.Y.	22	27	DNF		678	30
12513	Ken Buchanan	Oakville, Canada	27	29	DNF		340	31



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Each snipe was equipped with Puritan Pimm Sheet in the 1961 World Snipe Championship Regatta, one of the biggest international regattas held outside of Olympic competition. 22-year-old twin brothers, Axel and Eric Schmidt of Brazil, sailed through the waters of Long Island Sound at Rye, New York to win the race. Axel and Eric relied on 3/8" Puritan Dacron Pimm Sheet for the mainsheet, jib sheets, and boom vang, along with Puritan 1/4" Yacht Nylon for the anchor line. Most experienced sailors know that Puritan is the best line to have aboard.



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# Wells Wanderings by



*Ted Wells*

## DO AS I SAY - NOT AS I DO!

A few months ago, John Jenks made some remarks about the high cost scorewise of dumb stunts. He was so right! Unfortunately, I don't seem to remember the stuff I write until too late. Recent examples:

Last year, I wrote on how to avoid broken wire halyards. So what happens to me? In the first race at the Dallas Corinthian Regatta, after a perfect start and blind luck in staying just the right distance off shore while covering Warren Castle (I didn't realize until later how critical this distance was), I had a lead of at least fifty yards near the end of the second windward leg -- when the jib halyard broke. I hadn't heeded my advice on the care of halyards. A jury rig with one end of the whisker pole lashed to the mast and the other end on the jib stay under one of the clips on the jib worked pretty well as we only went to 6th place.

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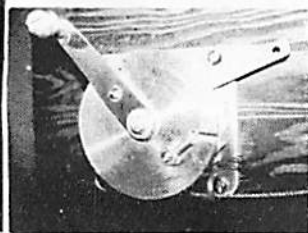
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It really is amazing how well this half-baked rig will work. I lost only one boat on the remaining part of the windward leg on which the halyard broke, and actually picked up on the short beat to the finish, after the two reaching legs. This latter performance was helped by taking advantage of the fact that if the starting line is also the finish line, the best end on finishing is opposite to the best end for starting. On the reaches, the wind velocity was marginal for planing, which helped on the first lap as our combined weight was less than Warren and Irene's, and I think we planed sooner and farther than they did, but with the top third of the jib flapping, the others planed a lot better than we did the second time around.

In the second race, I probably made an error by letting Warren go closer to the shore than I did shortly after the start when I was ahead. He got into just the right slot, and was pointing higher and going faster than I was - a fact that I didn't realize until too late to do anything about it. The wind had dropped a little and we never could quite catch Warren on the reaches, even with our lighter weight.

I've also written on the advisability of resisting the temptation to try for perfect starts, but I've always been a sucker for trying for good fast starts at the leeward end of the line. I got away with two of them in this regatta, but the third attempt was catastrophic. I knew I had shoved several windward boats over the line but didn't realize until quite late that I was over, too. My luck and my judgment quit simultaneously. In order to get clear wind, I decided to ignore the shore and go out into the lake. I had clear wind all right by the time I got to the windward mark - everybody was clear ahead. There are some places where you must play the shore. I had been told that this was one. Now I'm convinced. (This situation arises on a windward shore when the wind is crossing it at an angle approaching 45 degrees, so that one tack is almost parallel to the shore. Fairly similar conditions at Fort Worth two weeks later produced opposite effects for me. I got in trouble when I went along the shore and did well out in the lake. (Even here, however, there were times when the shore paid off, but it wasn't consistent of predictable.

### EAGLE MOUNTAIN LAKE (Fort Worth)

The Fort Worth Boat Club, where the U. S. Nationals will be held in 1963, had 129 boats at their weekend regatta (41 Snipes) and gave a convincing demonstration that they had the facilities and ability to handle large numbers of boats. They used three entirely separate race courses, different committee boats, starting lines, etc., so there was no confusion, and trailer parking was well controlled. They started all Snipes at once, which brings up the question of what to do about big fleets at three-race weekend regattas. The best solution, when it works, is to divide the fleets on a voluntary basis with two sets of trophies and, in effect, two different regattas. This worked very well in Wichita and Abilene, Texas, last year. The four-fleet, three-race system was used at the Dallas Southwestern Regatta, contrary to the judgment of the local people, as a result of clamor from the skippers. When it was over, I think a lot of the skippers (including me) who had voted for the divided system wished we had all sailed together. It just isn't as much fun when you sail against most of your close rivals only once. Eagle Mountain with 41 boats was better (of course, they have more room than White Rock Lake has).

### WINDWARD FINISHES

When finishing to windward, the finish line is supposed to be at right angles to the wind so there is no advantage to either end. When the line is not at right angles to the wind, there can be quite an advantage in knowing which end is best.

Svend Rantil, National Secretary for Sweden, suggests that the line be set out so as to give the committee boat end an advantage on purpose. This removes guesswork as far as the contestants are concerned, and gives the committee a better view of close finishes. Might be a good idea!

## —HOW TO SET RACING MARKS—

Carl Zimmerman of Akron, Ohio, 1953 SCIRA Commodore, helped set the buoys for the racing marks at the World Championship Races at Rye last September. This experience, plus many others resulting from 25 years of officiating and actively racing Snipes, convinced him that a definite set of detailed instructions embracing a uniform method of setting out course marks should be compiled and adopted as standard procedure to be used in setting out marks in all official SCIRA regattas. He submits the following suggestions (made with the thoroughness of an engineer) for class consideration.

These suggestions are to supply additional and time-saving details to applying the Rules for Conducting National and International Snipe Class Championship Regattas given in the Rule Book on pages 189 - 194. The Olympic type course is considered, but the methods can be adapted to courses of other types.

Rule 2(d) page 190 assumes that two boats are available, one to carry the windward mark and one to carry the reaching mark. Standard buoys should be used having the following features:

1. Sturdy and not easily breakable.
2. One that stands upright with a flag at least five (5) ft. above the water.
3. An anchor that will not slip.
4. A quick means of winding up slack rope so that only the right amount of scope is used.
5. A means of quickly picking up the buoy from the water, like a specially made pole with hook, etc.

With creditable E. S. P. (extra sensory perception), two members of my home fleet 110 recently (and independently) came up with good designs. The main part of both was styrofoam about 30 inches long and 8 to 10 inches square. Of special note was one with a cleat about 12" long on the center shaft below water on which the extra length of line could be stored, which is better than tying knots which take time to un-tie.

Each should carry a spare buoy. Then, if the marks have to be changed before the start, it is suggested that each boat start again at the buoy opposite the committee boat and set the spare mark in the new location, and then pick up the old mark. This is more accurate and quicker than moving the old mark, and if time is short, and conditions are favorable, the ten minute gun can be fired as these boats set off from the starting line to their marks.

If only one boat is available to set out the two marks, this boat should carry three markers (one spare) and if the course has to be changed after the original marks are set, this boat should start out again from the buoy opposite the committee boat, set the spare mark in the new location, pick up the old mark, go back to the newly set mark, and then time the run to the new location of the reaching mark.

Well before the time of the regatta, the boat (or two if they are available) should be checked over a measured distance to determine the R. P. M. of the motor for boat speeds of 20 and 12 knots (23 and 13.8, respectively, miles per hour). The boat manufacturer usually gives a rough figure of about 20 miles per hour for a given R. P. M. (often about 2000), but this figure may be very inaccurate.

In setting out marks in calm water or small waves, a speed of 20 knots is suggested, but for rough weather on larger bodies of water when the boat setting the windward mark has to go against seas which cause considerable bucking, a slower speed is necessary (12 knots is suggested). The bucking of the boat causes a reduced speed so that a correction of 10% or 15% should be added to the times given in the following table for the run to the windward or the reaching mark. Also, for rough weather conditions for the run from the windward mark to the reaching mark, a reduction of about 5% in time can be made and the 45 degree angle raised about 5 degrees. If two boats are used, for the boat to the reaching mark the 5% speed correction should be added to the time given and 5 degrees subtracted from 45 degree angle.

For smaller bodies of water, the races can be held in heavier winds than is the case for larger bodies of water where the heavy seas build up, and the 20 knot speed can be used with little

(Continued Page 15 top 1st column)

## —SANCTIONED RACE DATES—

- July 28-29 MARYLAND Championship, Deep Creek YC, Maryland. Robert H. Lane, 3103 S. Park Rd., Bethel Park, Pennsylvania.
- July 29 - CANADIAN NATIONAL Championship Race  
Aug. 4 Week, Shediac Bay YC, near Moncton. Some series open to all SCIRA members. For more details write to D. W. Storey, 196 Broadview Ave., Moncton, N. B., Canada.
- Aug. 18-19 PROVINCE OF ONTARIO Open Championship, Oakville Fleet 321, Lake Ontario, Canada. Bob Aitken, 15 Clearview, Oakville, Ont. Canada.
- Aug. 31 - LAKE WORTH Annual Regatta, Lake Worth SC,  
Sept. 1-2 Lake Worth, Texas. V. E. Cresswell, 3620 S. Henderson, Fort Worth 10, Texas.
- Sept. 1-2 MIDDLE STATES Championship, Island Bay YC,  
-3 Lake Springfield, Ill. Phillip B. Peterson, 1840 W. Jefferson - Apt. D, Springfield, Illinois.
- Sept. 8-9 INDIANA Open Snipe Championship, Indianapolis SC, Geist Reservoir, Indianapolis. Alan H. Levinson, 5318 N. Delaware, Indianapolis, Ind.
- Sept. 22-23 CRACKER BARREL Regatta - District 4 Two boat team Championship, Columbus, Ga. J. C. Hogg, 1800 Malco Dr., West Point, Ga.
- Sept. 22-23 PACIFIC COAST Championship, Mission Bay YC, Pacific Ocean, San Diego, Calif. Ross C. Harris, 1102 Fleetridge Dr., San Diego, Calif.

JULY 28-29

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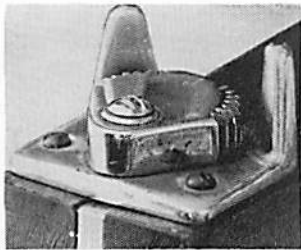
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FOR SALE: One complete set dacron Snipe sails, used two years and still good for racing - \$60.00. Also three dacron jibs at \$20.00 each. Belford B. Russell, 338 Grosman St., Jamestown, N. Y. Phone: Jamestown 3-1951.

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GENERAL NOTICE - FOR SALE: Will sell 17' houseboat. Fair condition. Needs paint and pontoon. Only \$800.00, or will swap for two 75 lb. Danforth anchors or Sherman tank radios in good repair. Prefer to sell outside of Atlanta area. Clyde Chumley, Acworth, Georgia. Phone: Atlanta TR 4-4919.

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(DO NOT CHANGE NATIONALS continued from Page 6)  
nearest would qualify much fewer than would want to go. This would defeat the definite advantage of holding the regatta in different parts of the country which gives the opportunity of attending the regatta to members of each local area who would not otherwise be able to go. This also gives the members of each district a valuable and more complete picture of the National Snipe Class and also gives them more of a feeling of "belonging."

The conclusions of this study are, therefore (1) to keep the present system of conducting the National Championship Regatta. As mentioned above, there are possibilities of simplifying some of the procedures and lightening somewhat the work of the Chairman of the RC. (2) Some of the main advantages of the present system are (a) best and fairest method so far developed to determine the National Champion (b) a large gathering of Snipe sailors with opportunity of expressing their views (3) the very definite and valuable opportunity to share a week's racing with top skippers of the country in a pleasant social atmosphere.

LET'S NOT START EXPERIMENTING AGAIN!

(HOW TO SET RACING MARKS continued from Page 13)

or no corrections for speed and angle.

The following table is constructed for the Olympic type course ( isocoles right triangle with windward, leeward, windward legs after completing the triangle). Calling the windward leg H and the reaching legs each L, the distance of the course is  $4H+2L$ , and  $H = \text{square root of } 2xL$ .

To use the table the buoy boatmen only have to know the course length in nautical miles and they can be "off and running"; using the times given in the table and without making any further calculations unless these are required by heavy wind and wave conditions. These corrections can be quickly made on a scratch pad while on the way to the mark locations. When only one boat is used to set the two marks, the ten minute gun can still be fired as the boat takes off to set the marks.

The data in the table gives in nautical miles, for each course length, the length of each leg and the time required for the boat to travel each leg, at both 20 knots and 12 knots. Similar tables can be set up for other courses if this is necessary.

**REQUIRED DATA for each Marker Boat is:**

**Boat A** - R. P. M. at 20 knots (23.0 miles per hour) is \_\_\_\_\_

R. P. M. at 12 knots (13.8 miles per hour) is \_\_\_\_\_

**Boat B** - R. P. M. at 20 knots (23.0 miles per hour) is \_\_\_\_\_

R. P. M. at 12 knots (13.8 miles per hour) is \_\_\_\_\_

The table below shows for each total course length, the length of each leg and the time required for the marker boat to travel each leg, for two boat speeds - 20 knots and 12 knots. Distance is in nautical miles and time in minutes and seconds.

Total Course Length	Length WW Leg	Length Reaching Leg	Time-starting buoy to windward mark		Time-starting buoy to reaching mark	
			20 knots	12 knots	20 knots	12 knots
5	.923	.653	2' 46"	4' 37"	1' 58"	3' 16"
5.5	1.015	.719	3' 2"	5' 5"	2' 9"	3' 34"
6.0	1.108	.785	3' 19"	5' 32"	2' 21"	3' 55"
6.5	1.200	.850	3' 36"	6' 00"	2' 33"	4' 15"
7.0	1.292	.915	3' 52"	6' 27"	2' 45"	4' 35"

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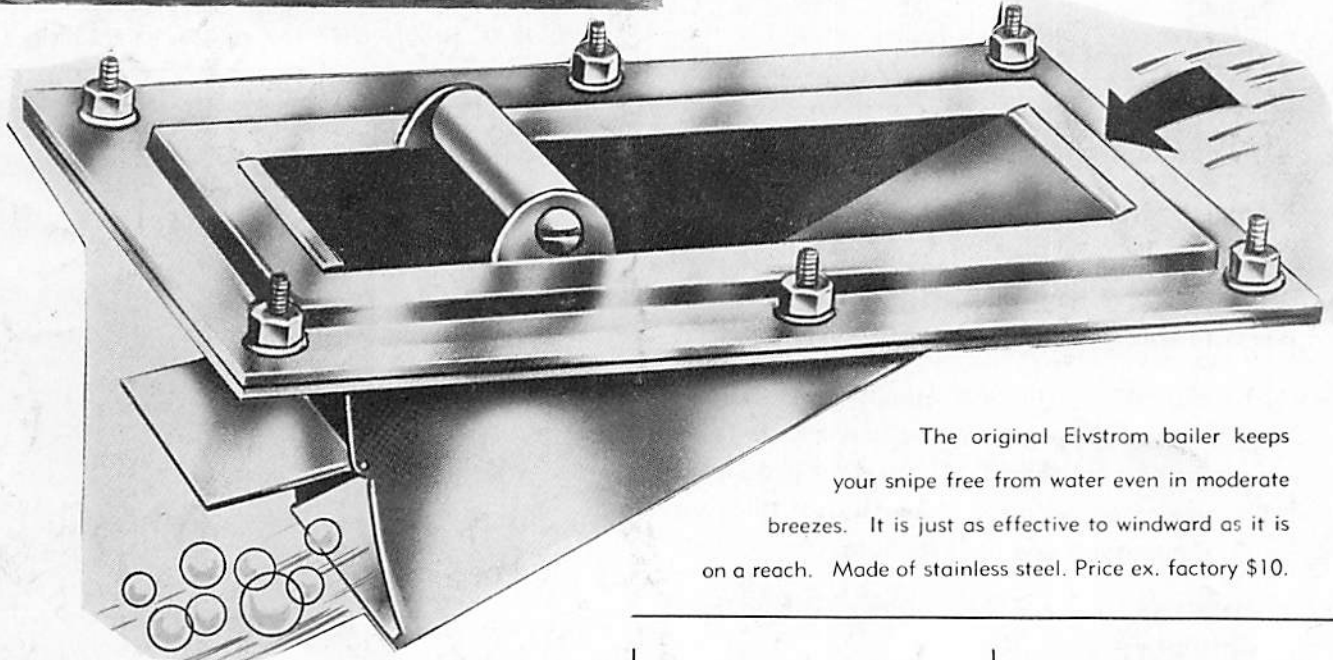




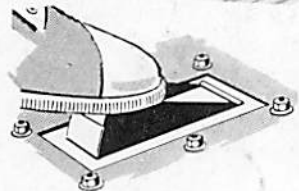
# 1959 World Championship



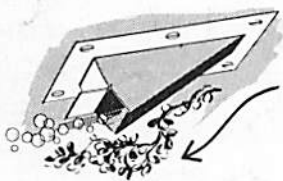
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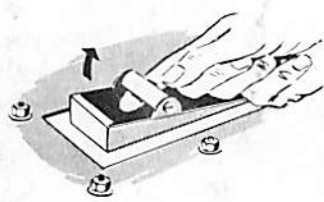
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