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BULLETIN
JUNE 1961
Vol. XI No. 1



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SNIPE BULLETIN

The SNIPE BULLETIN is edited and produced monthly by
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tion. Material received after that date will not appear un-
til a later issue. Contract advertising rates may be had on
application. Be sure and notify SNIPE BULLETIN of any
change in address, giving both old and new addresses.

The Cover

John and Laurie Jenks of the Lake Merritt Fleet 92 (California)
are in a hurry to get home first. This picture arrived after a
request for a personal photograph of John — and it is a fine
profile shot of him!

THE SCORE

Numbered SNIPES — 13179

Chartered Fleets — 517

Last month, we announced that SCIRA has 5 months left in which
to issue 59 new numbers in order to reach our 29 year average
of 432 boats per year. It was pronounced "Easy!", but that
turned out to be the understatement of the year when 92 new
numbers went out in the next 30 days. The United States took
22 of them, of which it is interesting to note that 20 were for
fiberglass hulls. Of the remaining 70, 20 went to Denmark; 15
each to Argentina and France; 14 to Japan; 5 to England; and 1
to Singapore. Anything issued between now and October 1st
will be clear increase for SCIRA.

On Brasilia Inauguration Day April 23, 1960, Snipers from
several Brazilian fleets joined together in a series of races on
the 20-mile long lake adjacent to the Presidential Palace. (See
July 1960 BULLETIN). At that time, 4 residents of Brasilia
had Snipes and contemplated starting an official fleet. Now they
have 8 boats in that fabulous city and Mr. David Haraldson has
applied for a charter as the first Fleet Captain. Charter 516
was issued March 30, 1961 and Snipers all over the world
take pleasure in acknowledging the great honor to the class on
attaining such recognition in this great center of interest. With
thousands of visitors from all over the world, the presence of
Snipes will prove to be great publicity. This is another first
for Snipe and SCIRA members wish the new fleet many happy
hours of racing and sailing in that beautiful spot.

For several years, Ed Rudisell has been active in Girl Scout
work in his home town of Normal, Illinois. Being a Star and
Snipe sailor, he always talked sailing to the authorities, and now,
under his leadership, the Centrilio Council of GSA has applied
for an official Snipe fleet charter for their three boats. And
so Charter 517 was granted to the Mariner Fleet at Lake
Bloomington, Ill. Ed says they have started a class for adult
instructors to work with the girls this summer as it appears
they will have between 8- and 100 Senior Scouts participating
in the fleet activities. High point will be an unsanctioned regatta
August 12th. Ed writes, "We are pleased to be the first Girl
Scout sponsored Snipe fleet. I have the high hopes that our
fleet will help our area Girl Scouts to develop their qualities of
leadership, self-reliance, and good sportsmanship. In return,
we hope to develop some good sailors that will be a credit to
SCIRA and to spark interest in sailing in this area."

THOUGHT FOR THE DAY: From the Wonder City of Brasilia
to Normal, Illinois, is a long, long way and the difference is
almost unbelievable -- but Snipe brings them close together!

KILPATRICK WINS SILVER ANNIVERSARY SOUTHWESTERN

Bill Kilpatrick, with his wife, Joann, as crew, won two 1sts and one 2nd in the three race series held on White Rock Lake of Dallas, Texas, on Apr. 29-30 to take home a silver punch bowl and the perpetual trophy of the Southwestern Regatta.

The races were sailed on the divisional fleet system with 37 boats entered. Each of the four fleets was headed by a former winner of the Southwestern. The final results of the 1961 series found these same four taking the first four places, which seems to prove something or other. After Kilpatrick with 1-1-2, were Ted Wells with 3-2-1; Louis Nelms 1-3-3; and Jimmy Zars with 2-1-5. In a virtual tie for 5th place but not finishing in this order were Warren Castle, Bubba Horner, and Bobby Cummings.

The two races Saturday afternoon were sailed in an 9-10 mph variable southeasterly breeze requiring a figure eight course to get the required distance for beats. Shifts and puffs contributed joy and disappointment among the leaders.

On Sunday morning the wind shifted southerly at 18-20 mph. The choppy water and strong breeze brought quite a reversal of form. Wells and Castle each won their division with the lighter air sailors falling behind.

At the trophy presentation Fred Deere of the Dallas Fleet gave each skipper and crew a small sterling silver Snipe as a memento of the 25th anniversary of this oldest regatta in SCIRA. Silver trophies were given to the first seven skippers and crews.

The Texans were particularly pleased and gratified at the large turnout from Lotawana and Oklahoma City. Competition in District 2 is building up and becoming more stringent every year. This was the best regatta we have had in many years.

(Pictures on the next two pages)

— Henry Towles

FINAL RESULTS - 25TH SOUTHWESTERN REGATTA

BOAT	SKIPPER	RACES: 1	2	3	Fin.
10370	Bill Kilpatrick, Oklahoma City	1	1	2	1721 (1)
6025	Ted Wells, Wichita	3	2	1	4565 (2)
1622	Louis Nelms, Fort Worth	1	3	3	4488 (3)
12334	Jimmy Zars, San Antonio	2	1	5	4420 (4)
11888	Warren Castle, Dallas	3	6	1	4269 (5)
11209	Bubba Horner, San Antonio	6	2	2	4267 (6)
12550	Bob Cummings, Dallas	2	5	3	4261 (7)
11820	Dick Elan, Abilene	5	3	4	4109 (8)
12888	Joe Rame1, Lotowana	4	4	7	3894 (9)
12721	Jack Schwindler, Lotowana	4	7	7	3681 (10)
11601	Austin Young, Dallas	7	8	4	3614 (11)
11620	Sam Mueller, San Antonio	10	4	8	3419 (12)
9740	Eddie Williams, Lotowana	5	9	8	3409 (13)
5824	Dick Gabler, San Antonio	6	7	10	3342 (14)
9898	Rod MacIvor, Oklahoma City	7	11	6	3281 (15)
12006	Jim Russell, San Antonio	9	8	13	2897 (16)
3741	Dick Ludwig, Dallas	11	10	9	2885 (17)
11265	Henry Towles, Dallas	11	14	6	2854 (18)
23	Jim Crawford, Dallas	10	6	DNF	2715 (19)
11611	Jim Bookhout, Dallas	14	10	9	2714 (20)
12139	Alex Eastus, Fort Worth	17	12	5	2713 (21)
11619	Marion Cruce, Oklahoma City	12	12	10	2643 (22)
12549	Frank Hopkins, Dallas	9	9	DNF	2577 (23)
7434	Vinnie Beakey, Fort Worth	8	15	14	2494 (24)
10009	Frank Riesenecker, San Antonio	DSQ	5	DSQ	2401 (25)
11959	John Crutchfield, Abilene	8	16	15	2390 (26)
11793	Wally Walsdorf, San Antonio	17	11	11	2376 (27)
10094	George Stevens, Dallas	13	16	12	2250 (28)
7391	Pat McDavid, Fort Worth	16	13	12	2250 (29)
12212	Dick Williamson, Fort Worth	15	13	13	2242 (30)
12005	Barton Cox, Abilene	12	14	16	2195 (31)
10215	Louis Kuntz, Dallas	13	15	DNF	1989 (32)
11266	Bill Wheeler, Dallas	DNF	DNF	11	1958 (33)
10533	Maury Waldon, San Antonio	17	17	DNF	1681 (34)
11808	Bill Strehorn, Dallas	DNF	17	DNF	1634 (35)
12026	Bert Brown, Dallas	18	18	DNF	1577 (36)
12548	John Arps, Dallas	18	DNF	DNF	1577 (37)

Vacationing in New England, two Indians from the Arizona desert country closely followed the construction of a lighthouse. On the day it was completed, they decided to camp nearby and see what happened next.

A thick fog came rolling in and the lighthouse siren blew continuously. The watchful Indians sat motionless for some time, then one turned and muttered to the other, " Light shine, bell ring, horn blow - fog come in just the same. "



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JOE HARMON OF ATLANTA WINS AT CHATTANOOGA



TOP 10 WINNERS AT THE SOUTHERN SNIPE CHAMPIONSHIP
In front, l. to r. , are Dick McCarthy, Atlanta, 2nd; Commodore Lloyd Cox of the host club, 10th; and Joe Harmon, Atlanta, new Southern Champion. Standing, Harry Levinson, Indianapolis, 3rd; Andy Aiken, Columbia, Tenn. , 4th; Brad McFadden, Atlanta, 5th; Fred Pember, Atlanta, 6th; Bud Hook, Indianapolis, 7th; Bob Big- ham, Cincinnati, 8th; and Charles Harris, Atlanta, 9th.

Two still-life drifters and one brisk breeze kept 33 sailors on their toes May 20-21st during the 10th annual Southern Snipe Regatta at Privateer YC, Chattanooga, Tenn. Title-holders among those present were numerous, but after the third race on Sunday, the name of Joe Harmon of Atlanta was introduced to championship circles.

After National Champion Harry Levinson's perfect 3200 score Saturday afternoon and Harmon's 2740 second place, it appeared as though Indianapolis would take home the crown. But as always, the third race told the tale, and Harmon, handling the light airs masterfully, zoomed forward for a 1st place with Brad McFadden of Atlanta, last year's champion, close behind him. Levinson never recovered from an early start over the line and placed 17th in this race.

Harmon, with his wife Grace as crew, rounded up a total of 4340 points to win the title. Atlanta also provided the second place winner, Dick McCarthy (4-7-4) with Bob Meade crewing and an overall total of 3894 points. Levinson was third with 3776 and Andy Aiken fourth.

A prominent feature of this regatta is the special race for the women and the 3rd annual Powder Puff race was held immediately after the big series. Happy Jones of Memphis skillfully took first place honors with Carolyn Jones crewing for her. Chattanooga's own Jane DeLoach, last year's winner, was second with Jeanne Spencer as crew. Five very enthusiastic craft participated and they had lots of fun. — Ellen M. Horan



POWDER PUFF WINNERS - Regatta Chairman John Wesley enjoys his official position. Left to right, the girls are: Happy Jones of Memphis and Carolyn Jewell of Chickamauga, Ga. , skipper and crew of the winning boat; Jane DeLoach and Jeanne Spencer, both of Chattanooga, 2nd.



SNIPEs AT ONE OF THE DOCKS BETWEEN RACES

FINAL RESULTS -- SOUTHERN SNIPE CHAMPIONSHIP -- MAY 20-21, 1961

SKIPPER	CLUB	RACES	1	2	3	Pts.	Fin.
Joe Harmon	Atlanta	5	3	1	1	4340	1
Dick McCarthy	Atlanta	4	7	4	1	3894	2
Harry Levinson	Indianapolis	1	1	17	1	3776	3
Andy Aiken	Columbia, Tenn.	24	2	3	3	3254	4
Brad McFadden	Atlanta	3	27	2	2	3162	5
Fred Pember	Atlanta	10	4	15	1	3006	6
Bud Hook	Indianapolis	11	11	8	1	2889	7
Bob Bigham	Cincinnati	9	8	14	2	2842	8
Charles Harris	Atlanta	6	6	23	2	2774	9
Llyod Cox	Chattanooga	2	19	16	2	2630	10
Dixie Roberts	Chattanooga	29	5	10	2	2401	11
Sam Norwood	Atlanta	8	20	12	2	2371	12
Delkin Jones	Atlanta	18	21	5	2	2225	13
Ham Clark	Columbus, Ga.	13	12	24	1	1914	14
Jane De Loach	Chattanooga	20	22	9	1	1826	15
Hubert Horan	Chattanooga	17	DNF	7	1	1796	16
Bill Collins	Indianapolis	25	9	19	1	1764	17

SKIPPER	CLUB	RACES	1	2	3	PTS.	Fin.
Don Arthur	Chattanooga	26	24	6	1	1739	18
Phil Coates	Cleveland, O.	7	28	21	1	1725	19
Stan Smith	Chattanooga	14	13	30	1	1634	20
Dan Williams	Chattanooga	28	15	13	1	1629	21
John McDonald	Atlanta	15	16	27	1	1497	22
Buzz Lamb	Chattanooga	12	25	22	1	1458	23
Wilson Fly	Memphi	16	14	31	1	1454	24
Stewart Roberts	Chattanooga	27	10	25	1	1413	25
Cliff Hogg	West Point, Ga.	19	26	18	1	1238	26
Frank Hogdon	Chattanooga	30	30	11	1	1142	27
Jim Bronaugh	Chattanooga	22	23	20	1	1126	28
Ken Daniels	Cincinnati	23	17	26	1	1125	29
Frank Jones	Memphis	20	18	32	1	1010	30
John Yates	Chattanooga	32	29	28	1	394	31
Pat Crowe	Chattanooga	31	31	29	1	344	32
Herb Greenough	Chattanooga	33	32	33	1	209	33

— Photos by Chattanooga News-Free Press

Congratulations to

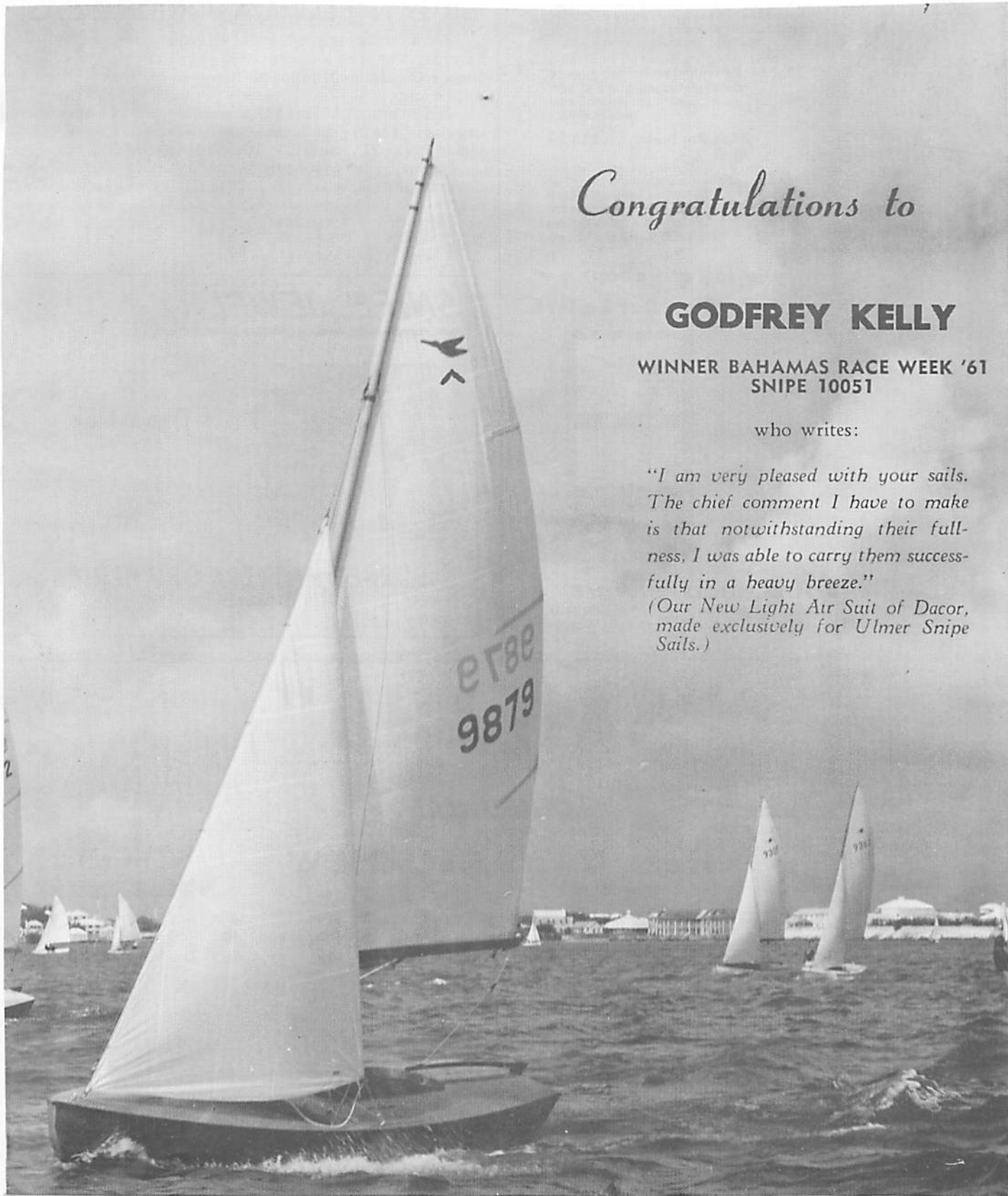
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SNIPE 10051**

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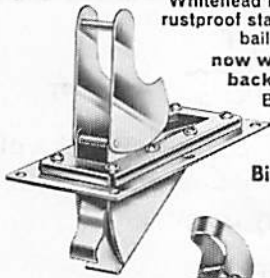
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BROWN FLORIDA JUNIOR CHAMP

The Florida State Junior Snipe Championship was sailed on Saturday May 20th as the main event of the 5th Indian River Nipper Regatta held on Indian River at Eau Gallie over a 5.9 mile course.

Dan Brown of Miami YC won the series with Bob Brown crewing. The regatta is an annual affair sponsored by RCAYC, Indian River YC, Eau Gallie YC, and Melbourne YC.

On Sunday the 21st on the second day of the regatta, Dr. Don Cochran of Clearwater took first in all three races in a 25 mph wind to get the top Snipe trophy. Ken Lacey of Miami was second with 3-4-3 and Marylyn Swan of Clearwater 3rd with 5-3-4.

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SNIFE CLASS PERSONALITIES —

The one trouble with an organization like SCIRA, spread out in 28 nations all over the world, is that it is both impossible and improbable that members will ever meet each other personally. After seeing names printed repeatedly and exchanging letters over a period of years, one feels he knows old friends. In such a category comes Stefan Wysocki, and SCIRA is pleased to introduce the National Secretary for Poland to you:



In 1952, I wrote to my uncle, Mr. Jan Skasynski, asking him to send me the blueprints for a little two-person boat. I was very delighted when he replied by sending me the complete blueprints for the Snipe. I thereupon decided to try to popularize Snipe in Poland.

I began to construct my own Snipe, and, at the same time, I wrote a number of articles for the radio and press about Snipe sailing. The next year, I received the Official Rule Book for 1953 from SCIRA and I found that my name was listed as National Secretary of the SCIRA organization in Poland. It was a very pleasant surprise and I surmised that my uncle, when purchasing the blueprints, had given my name and address to Mr. Crosby, saying that I was active in popularizing Snipes in my country, and, indeed, it was so.

There are more than 200 Snipe owners with measurement certificates in Poland now. Individual owners or clubs are organized into fleets. Each season we run a whole series of very attractive Snipe races, as well as general races in which the Snipe Class also participates. The Snipe point scoring system is applied in every race where Snipes are racing.

We have not pushed our member status in SCIRA extensively the last few years for our economic status makes it difficult to meet financial obligations under the present laws. However, I want to report that SCIRA's best interest is in our hearts, as the following facts will substantiate:

- (1) We have one of the largest number of fleets active in Europe today.
- (2) Our Snipe teams have acquired a high level of working efficiency.
- (3) In the last two years, we have begun to produce and sell our own plastic boats.

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Young (in striped shirt) and Crawford of Dallas welcome the Gabbers from San Antonio.

Louis Nelms ...

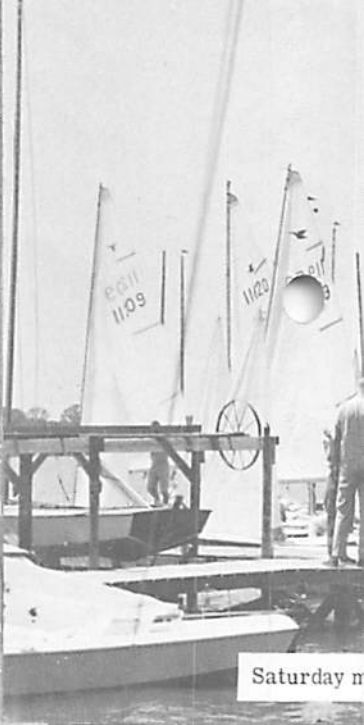
SOUTHW



Louis Nelms (11622) leads Horner (11209) to the 1st mark.



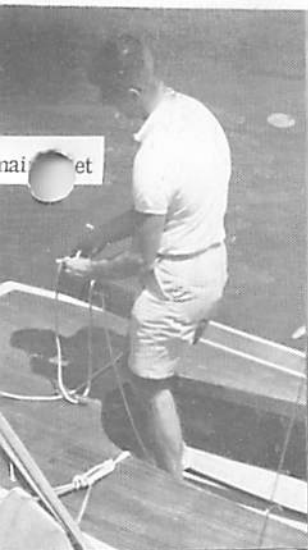
Alex Eastus says. "Well, I'm here!"



Saturday m



Joe Rame



mai et

WESTERN REGATTA



ning before first race



in his new Eichenlaub



Gabber gains windward position

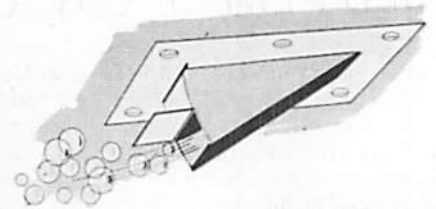


Girls catch up on gossip while men launch boats

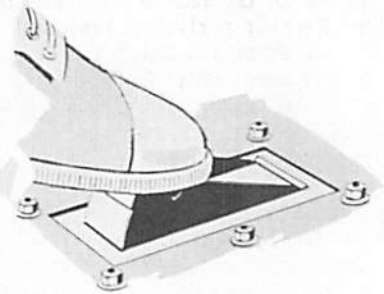


Variable winds scatter fleet

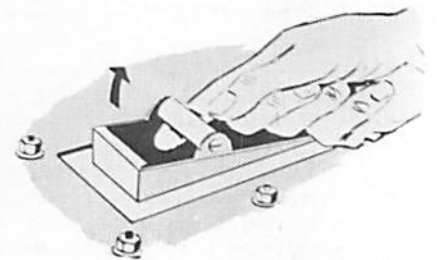
The original Elvström bailer



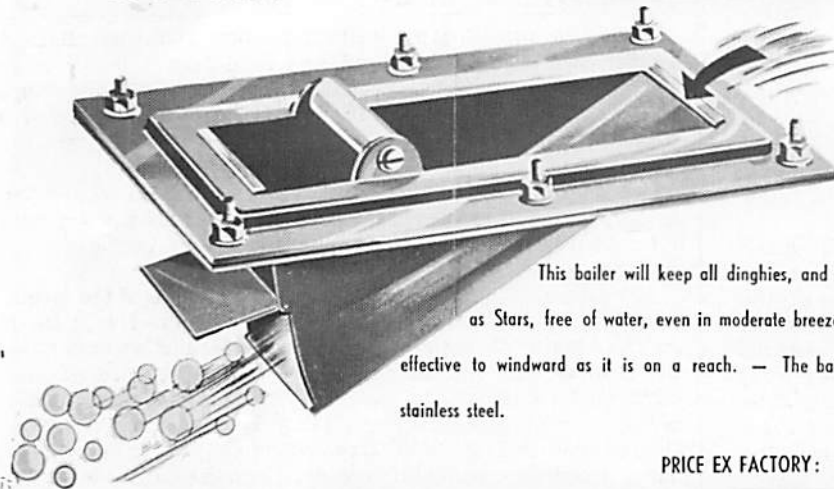
It draws a lot of air under the boat's bottom



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FRED PEMBER COTTON WINNER

"Veni, vidi, vici", sayeth Julius Ceasar. "Ah came, ah saw, n'ah conqohad", sayeth Fred Pember in Memphis, Tennessee, at the Cotton Carnival Regatta on May 6 and 7th.

The visitors wheeled many a mile to attend the blast. They saw Dixie Land legerdemain in front of their very eyes early Saturday morning when black, black clouds and rainstorm disappeared at the very second of the skippers' meeting to be transformed into balmy sunshine to smile upon a beautiful 15 mph breeze for the rest of the gorgeous Regatta Day.

Fred Pember arrived in town with all the confidence of a man born in Texas and living in Atlanta, to be joined by his able crew from Kansas City, Tom Stewart. They were not to be denied two firsts Saturday in spite of the tricky shifting winds which put all crews through brisk calisthenics the day long.

Brad Mcfadden, the red hot lad from Atlanta, was heading places, too, with a second Saturday morning and a first Sunday morning pushing Fred into second, but he got in too big a hurry Saturday afternoon with a resulting DSQ, knocking him down for fifth place for the series and preventing him from finishing like "Carry Back". An exhibition of ablebodied seamanship to be admired and envied was performed in professional style by Hattie Carver, the Glamazon, at the helm. With 11 year-old 80 lb. Gloria Qunderlich as crew on her virgin Snipe voyage, Hattie chalked up a notable 2-2-4, rating an unquestionable second for the series.

Sam and Margie Chapin, the Springfield (Illinois, of course) danyankees, at the Dixie Land family reunion, stood up to be counted with a 4-2-5, which netted them a show for the series.

Cagey Charlie Cash bagged the fourth place trophy to remind folks that Memphis had an entry; otherwise the locals were the yokels of the waves. The brisk 22 mph breeze for the Sunday morning race was zestfully apropos of the snappy Regatta put on by the exuberant Southerners, even though it produced a few "bottoms up". — Wilson Fly.



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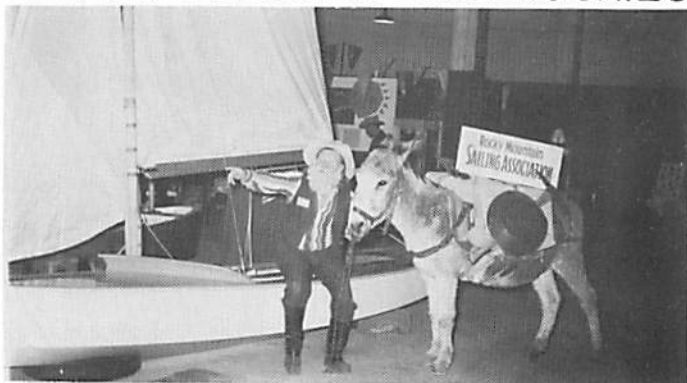
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The "SNIPER'S BIBLE" has very recently been thoroughly revised, completely reset, and enlarged by some 20% of new material. This new edition includes all the fruits of Ted's experience since he wrote the first one, a matter of an additional eight years of mighty rewarding sailing.

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THERE'S SNIPE SAILING "IN THEM THAR HILLS". Denver Fleet 210 Prospects for New Sailing Sites.

While most sailing groups become more and more attached to their old familiar lakes and bays, mile-high Denver's Fleet 210 is ever on the lookout for new places to sail. The only Snipe fleet in the vast Rocky Mountain West, the fleet has grown from 6 to 17 active boats in the past year -- and with this growth emerged a new kind of Sniping!

In order to combine the Coloradan's traditional passion for getting out into his mountains with his more recently acquired interest in sailboat racing, Fleet 210 has taken up the ways of the prospector and the gypsy combined.

By organizing frequent excursions into some of the larger mountain lakes and reservoirs, Denver Snipers flavor their racing events with some of the most spectacular scenery to be found anywhere. Typical of the many good sailing lakes scattered through the Rockies is Eleven Mile Canyon Reservoir, the site of the annual Invitational Regatta Aug. 5-6th. 40 miles west of Colorado Springs, this 3400 acre body of deep water spreads up out of a beautiful rock-walled canyon into the rolling meadows lying at the foot of the famous Collegiate Range.

The winds are usually fresh and sporting on these high mountain lakes, and after a good day of racing, Colorado's roving Snipe sailors re-run them all around the camp fire while the supper steaks scent the cool evening air. No one who has experienced these pleasures will deny that such gypsy sailing is certainly different and richly rewarding. — Don Hughes..



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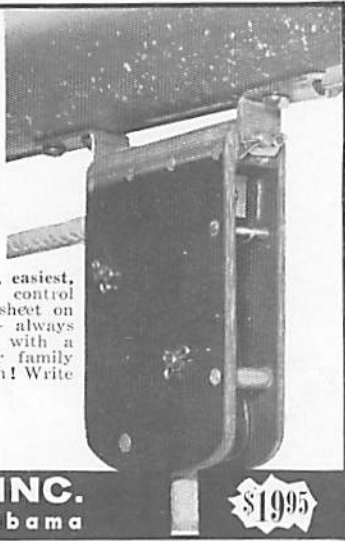
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JJ Rumbings

This new column by John Jenks, noted California sailor, will (we hope!) be a regular feature of the BULLETIN. Last month John listed five major factors resulting in the consistent winning of races and now he considers the second one -

DETERMINATION

This characteristic is, of course, hard to define; however, I personally feel that it is a really essential factor in winning races. With absolute determination that you're going to go out there and win, comes a sense of confidence, and without confidence, you're licked to begin with.

In my own experience, I've felt the importance of determination many times, mostly in important regattas. When I was sailing in the Nationals a few years ago, in the Pacific Coast Championships at Long Beach, I had to win the last race to win the regatta. I got off to what I thought was a perfect start, but my crew insisted that I was over - the race committee was yelling madly, so back we went. As it turned out, we weren't the one who was over at all and I was so mad that I absolutely determined that I was going to win that race anyway, - and I did, passing the last boat about 100 feet from the finish line. I was so "shot" after that race that I couldn't lift my arms. I had a similar experience in the Snipe Pacific Coasts in 1957 at Sausalito. All through that series both Laurie (wife and crew) and I were determined to win, especially the last race after "goofing up" the third and fourth races. There was more than enough wind that last race and we almost literally knocked ourselves out in just winning it. In fact, when we got home that night, I had to carry Laurie into the house and she could hardly walk the next day.

In general though, when I think of sheer determination as being an important factor in winning races, there are two outstanding examples that come to mind. The first is Terry Whittemore, who, I think, may be the best Snipe sailor in the country. The other is Don Trask. You don't have to be around either of these fellows very long to realize that each race they are in, they're in for just one reason - to win it! And more often than not, they do!

I think this same determination had a lot to do with John Wolcott's winning the 1958 Nationals at Chautauqua. In the first race of the Crosby series, after thinking he had won the race (just ahead of me), John was told that the Committee boat at the reaching mark had disqualified him for supposedly touching the mark. He had a somewhat similar experience the year before, and in talking to him after the race, I found him more than a little upset. His attitude then turned to one of quiet determination that, they might disqualify him in this one race, but he would show them by winning the whole business, which he proceeded to do with Terry Whittemore a close second and Bob Huggins third. Incidentally, I should say from personal experience after traveling with Bob to 3 Nationals and Pacific Coasts, that beneath that calm exterior, there's a real "TIGER".

Of interest are the following comments on the same subject by Dr. J.B. Rine, Director of the Parapsychology Laboratory at Duke University as published in THIS WEEK magazine:

CAN ENTHUSIASM AFFECT ONE'S LUCK? More, perhaps, than anything else, although, again, within limits. A strong, confident determination to win is the most important condition, but if it is too strong it will induce anxiety. If it does, it may be ineffectual or even bring bad luck. Bad luck is, we now know, due to the same set of abilities exerting themselves in a thwarted, misplaced direction, and causing a missing of the target instead of hitting. It is like the rifleman who, in his over-excitement adjusts his sights too far, so the more carefully he aims, the more he misses the target.

It is all right to have determination and be a man with BACK-BONE -- as long as the knob on top isn't made of the same stuff!

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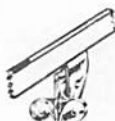
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SNIFE NEWS IN BRIEF

The All-Sports Committee of the Indianapolis Chamber of Commerce picked (guess who?) as the outstanding man in the sailing category for 1960. Harry was the first man to get honors in this newly established classification, which Bud Hook hopes will be a permanent one. . . . When Margaret Ridge won second place in the New Jersey State Championship series last year in old Snipe #13, many people commented on the fact that a 30-year old boat could still be in top competition. 13 has been in the vicinity of New York all these years. Acquired by Charles Ridge in 1956, the hull was measured again after being last checked in 1941. It conformed to all class specs and is another active argument for solidly built hard chine shapes. How many of the present day planing-type eggshell hulls will be in similar good shape when they are 30 years old? Do you think they will hold up? . . . The Indianapolis Fleet encourages their B Class Snipers with a series of races where the top A sailors crew for them. This arrangement gives the B-fleet an excellent opportunity to pick up some useful sailing and racing techniques. It would be a fine practice for all fleets to adopt during the coming season. . . . Canada is one country where Snipe is making rapid progress in popularity. The advent of a Canadian fiberglass hull with subsequent advertising and sales promotion in leading boat shows aroused great interest with resultant satisfactory sales; contact with District 5 sailors in local regattas at the same time pepped things up in Ontario; the Maritime Provinces experienced the best regattas they have ever had. Considering the great size of Canada and the relatively small number of Snipes and fleets, this showing assures the goal of more activity and boats in the future. Canadian SCIRA officers are confident of success. . . . The National Championship of Brazil will be contended in July at Vitoria, State of Espirito, at Cambury Beach. This was where they had planned to promote a World Championship a few years after World War II, much to the delight of Bill Crosby. However, they were afraid they couldn't swing it at the last moment and Cuba held the re-

gatta in 1951. The Arigo II Trophy for the southern Brazil Championship is sponsored, as usual, by the Billings Fleet 377 on Billings Dam at Sao Paulo the 3rd week of May. But this will be the last time the event will be held only there, for Mr. Claudio Arigo, the donor, has agreed to ask SCIRA permission to hold the regatta each year in a different place, presumably in the waters of the last champion's fleet. . . . Old Snipes continue to pop up unexpectedly -- 358 in California and 398 in Canada. . . The latter is owned by J. Mitchinson, Jr., 92 Strabane Ave., Barrie, Ontario, who writes, "We are currently building a Snipe Fleet at our Barrie Yacht Club and would like to have all the necessary information on becoming an official SCIRA fleet in 1961." He got the dope! . . . E. W. Schwindler reports, "Our fleet is continuing to grow (Missouri Fleet 49 on Lake Lotawana) and, unless something unforeseen happens, we are all predicting that young Ronnie Grossman will be the next National Junior Champion. He's giving all the ole timers here (including "Wha' happened?" Williams) a real bad time and at our big regatta last Fall with Wells, Kilpatrick, Ramel, and a host of other good sailors in attendance, Ronnie had a 1-1-3 to win. We had winds all the way from drifters to heavy stuff and this young boy proceeded to show them all the way." Why stop at the Juniors, Ed? . . . Ray Tallau, 11 Peach Tree Rd., Maplewood, N. J., (how come, Atlanta?) is trying to reactivate the old Lake Lackawanna, New Jersey, Snipe fleet. He has noticed unattached boats there in the last few years and thinks his efforts might see a fleet this summer. If you are interested or know of any prospects, please get in touch with him. . . . Marvin P. Guillie, 602 Jefferson Park Ave., New Orleans, La., would like to see Snipes come back strong again in the New Orleans area, where they flourished some years ago. When he asks people what they would like to have in a small boat, every time the answer is, "If they would only build a boat like the old Snipe!" He was "processed" - and now he knows they are building Snipes - let's hope he can build interest in them as well! . . . Commodore Carl Zimmerman underwent an operation for kidney stones at Mayo's in April and is now recuperating nicely in Akron. Fleet 110 misses him after 23 years!



1959 NATIONAL SNIPE CHAMPIONSHIP

Recognize these winning grins? These happen to be worn by the new National Snipe Champion, Richard Tillman, and his crew, Beth Norwood. Had we the space we would like to display many more such winning smiles, including those of the Jr. National Snipe Champion, Leslie Larson.

Perhaps most pleasing to us is the realization that each entry in this national championship series is a fleet champion in his own right, and more than half of the entries used Watts sails, recognizing their championship caliber.

*Sails
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KENNETH E. WATTS

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WIRE HALYARDS

On several occasions I have written on the subject of avoiding failures in wire halyards. Unfortunately, like most people, I sometimes don't get around to following my own advice - a fact of which I was reminded by a loud "boing" in the general vicinity of the head of the jib in the Southwestern Regatta, just as we rounded the last leeward mark and strapped things down for the beat to the finish of the last race. A fine 20 mph wind and we were sitting nicely on top of Bubba Horner to complete (I hoped) my emergence from that third place rut I got into at the U. S. Nationals last year and stayed in through Clearwater and Nassau.

There was a second loud "boing" before we figured out that the racket was produced by strands of the jib halyard popping on the fitting on the end of the halyard. I found later that only four of the seven strands parted, but the part that was left looked awfully flimsy as we started up that long beat. We slacked off the tension on the halyard until it was looser than the forestay, no more strands broke, and we managed to stay on top of Bubba - just barely!

The ways to avoid halyard trouble are not to put too much tension on them. Tape the ends to the mast when traveling so they can't vibrate and, most important, chop a few inches off the outer end every year. (Obviously, you must start with halyards that are over on length). Steel cables fail from fatigue, which comes from bending stresses. These stresses exist where the cable goes over a sheave, and if you have a fitting swaged on the end, there is a concentration of stress at the fitting which lessens the amount of stress necessary to produce failure. Last weekend, I had a wholesale chopping party.

Some people try to avoid trouble by using 3/32" cable instead of 1/16" I have always been afraid to use a halyard heavier than the cable in the luff of the jib, which is 1/16" diameter in any jib I have ever seen, because when something's gotta give, I don't want it at the jib. Also, since halyards fail from fatigue more than from overload, I have wondered if 3/32" halyards last much longer than 1/16" halyards. I don't know the answer on this one, but I do know that if you take proper care of 1/16" halyards, you won't have any trouble. Don't do as I do - do as I say!

COVERING

I have just read the April issue of SNIPE SNIPS, the District 7 newsletter. In it, John Jenks has some very interesting comments on the things that he (and others, also) have done wrong in the past season. He re-emphasizes the necessity of generally following good basic rules for tactics, even if there are frequently reasons why it, at the moment, looks awfully good for doing something else.

John mentions the first race in last year's Nationals. At the start of the last beat, I was in first place, John was in fourth, and Bob Huggins and John Wolcott were in between. John succumbed to the temptation to go off by himself - and came in 11th! The moral here, of course, is don't take the flyers unless your name is Whittemore! I tried to cover both Wolcott and Huggins in a dying wind and lost both of them.

Covering is subject to a few general rules, such as staying between your closest competitor and the mark; not letting a dangerous competitor a little way back get too far away while you cover someone else; but perhaps the hardest thing to decide is when not to cover. In his articles, Jenks mentions a regatta where Lanny Coon and Bob Huggins started the third race tied for first place. They got so carried away with beating each other that Jenks won the regatta.

I mentioned covering Bubba Horner earlier. In the Southwestern Regatta, we sailed in two divisions because they had 37 boats and a small lake. The wind had been light in the first two races and I had a thrud in the first race by not being able to get in the right place at the right time, while Bill Kilpatrick did everything right. In the second race, I took a second, losing the lead by letting Jimmy Zars, who was fairly far back in third place, go off by himself, while I striggled with Dick Elam who had been breathing down my neck all the time and had been ahead of me a fair part of the first race. Zars had taken a second in the first race, and, considering the regatta as a whole, I suppose I should have left Elam and gone over after Zars. One never knows on some of these things. Covering Horner was different, however. He and his crew are husky and good in strong winds and there was about a 20 mph wind then. Zars, at that time, was in second place in the regatta, and was racing in the other fleet, so all I could do was to hope he finished three places behind me. Louis Nelms was also ahead of me in the regatta. He was in the same division as I in the last race and I only had to beat him by two places. Zars and Nelms have troubles in strong winds, so I sat on Dr. Horner. He did not relish the idea of being sat on, but we had quite a lead on the others, so we stayed right with him. Fourteen year-old Cris Towles, whom I had picked up as a crew, did a fine job and got a whole season's tacking practice in one race. (Fortunately, Zars took fifth in the other division - a spot I hoped Bill Kilpatrick would take - but he didn't cooperate).

LINE LOAFING

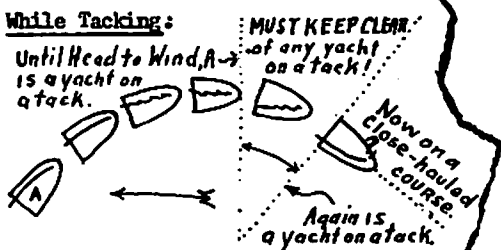
Conversations and just now a long distance phone call indicate that the subject of right-of-way on the starting line is as hot - and as confused - as ever. It is too late to write an article for this issue of the BULLETIN, but articles in WW for September and March 1959 still apply. Rule and paragraph numbers are, of course, different now, but nothing else has changed. Unfortunately, loafing on the starting line seems to have become a feature of modern life and we had better learn the rules on the subject. So I strongly recommend that everyone get a copy of PSR as advertised in the adjoining column and, while you're at it, might as well get an official copy of the new IYRU-NAYRU rules by including an additional 75 cents.

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Voice Of The People

THINKS SCORING SYSTEM SHOULD COVER MORE BOATS

" The article on point scoring in the May BULLETIN was interesting, but I expect the point scoring system will remain the same. As effort was made a few years ago by Walter Krause of Diamond Lake to equalize this discrepancy, but nothing came of it, for Snipers did not seem to be sufficiently interested. I guess all the comparison of scores of each fleet member amounts to is that a trophy is given the winner and it provides an opportunity to put everybody's name in the BULLETIN at least once a year.

I have one pet peeve, though, on the system. The rule book does not provide for the scoring of positions lower than 40 when more than 40 boats are sailing in a regatta. And in this day and age, that can happen easily with better transportation and growing popularity and attendance at big district affairs. I suggest again that the race committee be instructed to start at 2500 points (the square of 50) for first place instead of the outmoded 1600 (the square of 40). Carrying it further, when between 50 and 60 boats are participating, let them raise it to 3600 (the square of 60). Such permission could be used as an instruction to be followed when more than 40 boats participate in one single regatta only. Of course, the points could not be carried over or combined with other scores of races, for the bases would be different.

At one regatta I sailed in a couple of years ago, the race committee said 41st place got -1, 42nd -4, 43 -9, etc. Thus a boat finishing last in three races could come up with a - 867 point score. This is worse than ridiculous, but I couldn't seem to convince anyone of it. "

— Dexter Thede
District 3 Governor

Dex's idea - to make it mandatory for the RC to use 2500 or 3600 in specific cases - is a good one and probably the simplest solution, for it would not involve anything except the addition of a sentence to the scoring system. However, why not simply raise the base to 50 and end the matter for all time ?

PROPOSED POINT SCORING TABLE IS PRACTICAL

" Since I last wrote on the subject of point scores, I have figured the values for my own amusement on a 40 boat basis and I enclose the result, which might be of interest to all. I have approximated to the nearest 10 in all cases.

Incidentally, I forgot to mention one of the main advantages resulting. If the point score system is independent of the number of boats entering, it should no longer be necessary to limit point scores to the members of one fleet or club. Thus, if one is visiting another club, he could race with them and thus have the opportunity to sail more frequently in other locations and against different opposition and have his total score count at the end of the season. It would really put all Snipe races on an equal international basis. "

— John L. Mile.

Mr. Mile's scoring sheet is very simple and easily understood and read. It measures 11 1/2" wide and 16" deep and is complete for 40 boats. It could easily be enlarged for a 50 boat basis if desired, but for normal fleet activity, that would not be necessary. Only in special big regattas does the condition that Dex Thede complain about exist, and he has offered a remedy for that. The table could be further reduced in size by a plate maker and offset printing copies could be easily and cheaply produced in quantity for each official fleet scorer.

LETTERS WE LIKE TO READ

" Although I haven't actively raced Snipes for the past 7 years, I'll always subscribe to your magazine, for I feel like it's meeting old friends again when I see pictures and read about people I know in the BULLETIN each Month. "

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FOR SALE: SNIPE 11234. HECKEL fiberglass hull and deck; mast with internal winches. All in excellent condition. BOSTON dacron full main and jib and ROBERTS dacron medium main; also trailer and boat cover. Boat is completely equipped for racing. Weight 429 lbs. Priced - \$1, 075. 00. Jerry Lunn, 207 Austin St. , Decatur, Illinois.

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FOR SALE: SNIPE 10657. Wood covered with fiberglass. New deck. Curved down cockpit; 1 1/4" rub rails; mast stepped on deck; internal winches. Steel board with angle; low trunk; stainless steel rigging. Ready to sail for \$650. 00. Francis Castelli, 1504 W. Garfield, Decatur, Illinois.

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— SANCTIONED RACE DATES —

- June 24-25 BRIENDY Trophy, Championship of Lake Ontario.
Newport Yacht Club, Newport, N. Y. Tom Hanna,
219 Bayway Dr., Webster, N. Y.
- July 15-16 LYTLE SHORES Regatta, West Texas Snipe
Fleet, Lytle Shores YC. John Crutchfield, 602
NE 22nd St., Abilene, Texas.
- July 15-16 DISTRICT 6 Championship, Mission Bay YC,
Pacific Ocean. Ross Harris, 1102 Fleetridge
Dr., San Diego 6, Cal.
- July 22-23 HEART of AMERICA Invitational Regatta,
Quivira SC, Lake Quivira, Kansas. James
Trickett, Lake Quivira, Kansas City, Kans.
- July 28 DISTRICT 3 CHAMPIONSHIP and DUNPHY
29-30 Team Races, Glen Lake YC, Glen Lake, Mich.
R. W. Harris, 417 S. Lincoln, Hinsdale, Illinois.
- Aug. 3-11 U. S. JUNIOR and NATIONAL CHAMPIONSHIPS,
Terra Mar Yacht Basin, Old Saybrook, Conn.
Thomas F. St. John, Jr., Bronson Dr., Middle-
bury, Connecticut.
- Aug. 5-6 ROCKY Mt. SNIPE Championship, Rocky Mt. SA,
11 Mile Canon Reservoir, Colorado Springs.
Donald C. Hughes, 5270 W. 24th Ave., Denver 15,
Colo. Sanctioned as contract with State had been
signed before U. S. National dates were changed.
- Aug. 12-13 NEW JERSEY STATE Championship, Beachwood
YC, Toms River, N. J. John Eitel, 453 Barnegat
Blvd. Box 139, Beachwood, N. J.
- Sept 9-10 LAKE WORTH SC Regatta, Lake Worth SC, Ft.
Worth, Texas. Paul S. Beasley, 118 Live Stock
Exchange Bldg., Ft. Worth 6, Texas.
- Sept. 9-10 INDIANA STATE Open Championship, Indianap-
olis SC, Indianapolis Reservoir. John F. Call,
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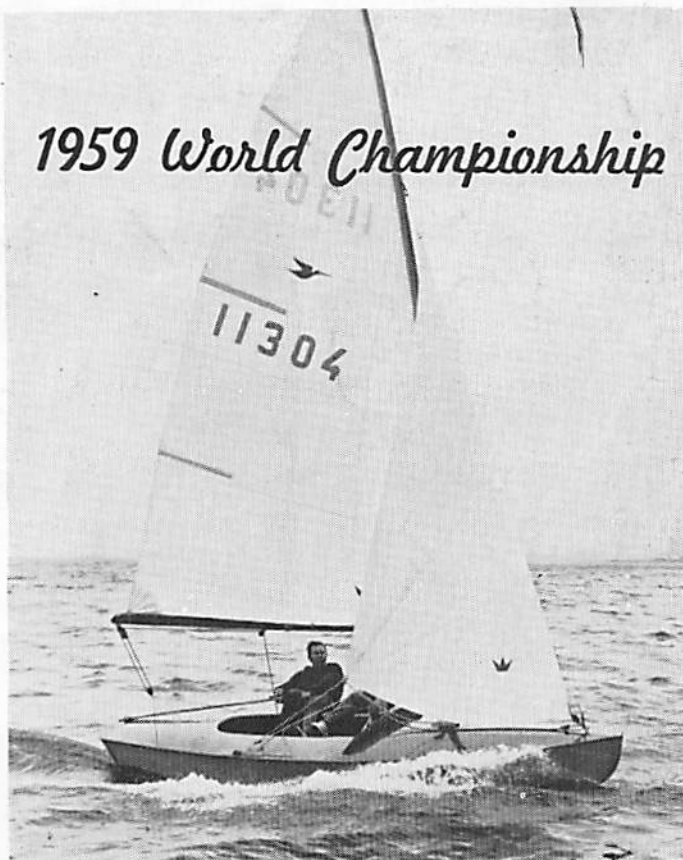
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Previous winners: 1953 Wm. Rushlow; 1954 Harry Levinson;
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60; owns three 1/2 acres; hopes to have a 2 acre farm.

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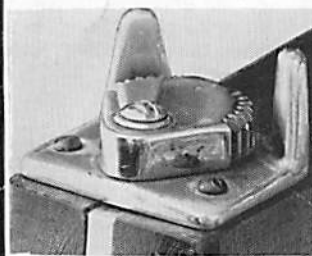
George Stewart Brown, 5711 Falls Rd., Baltimore 9, Md.



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Actual Size

SNIPE tie clip *Sterling Silver*
Embossed design & your number

\$3.50- postpaid, taxpaid Also Ladies
pin model

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